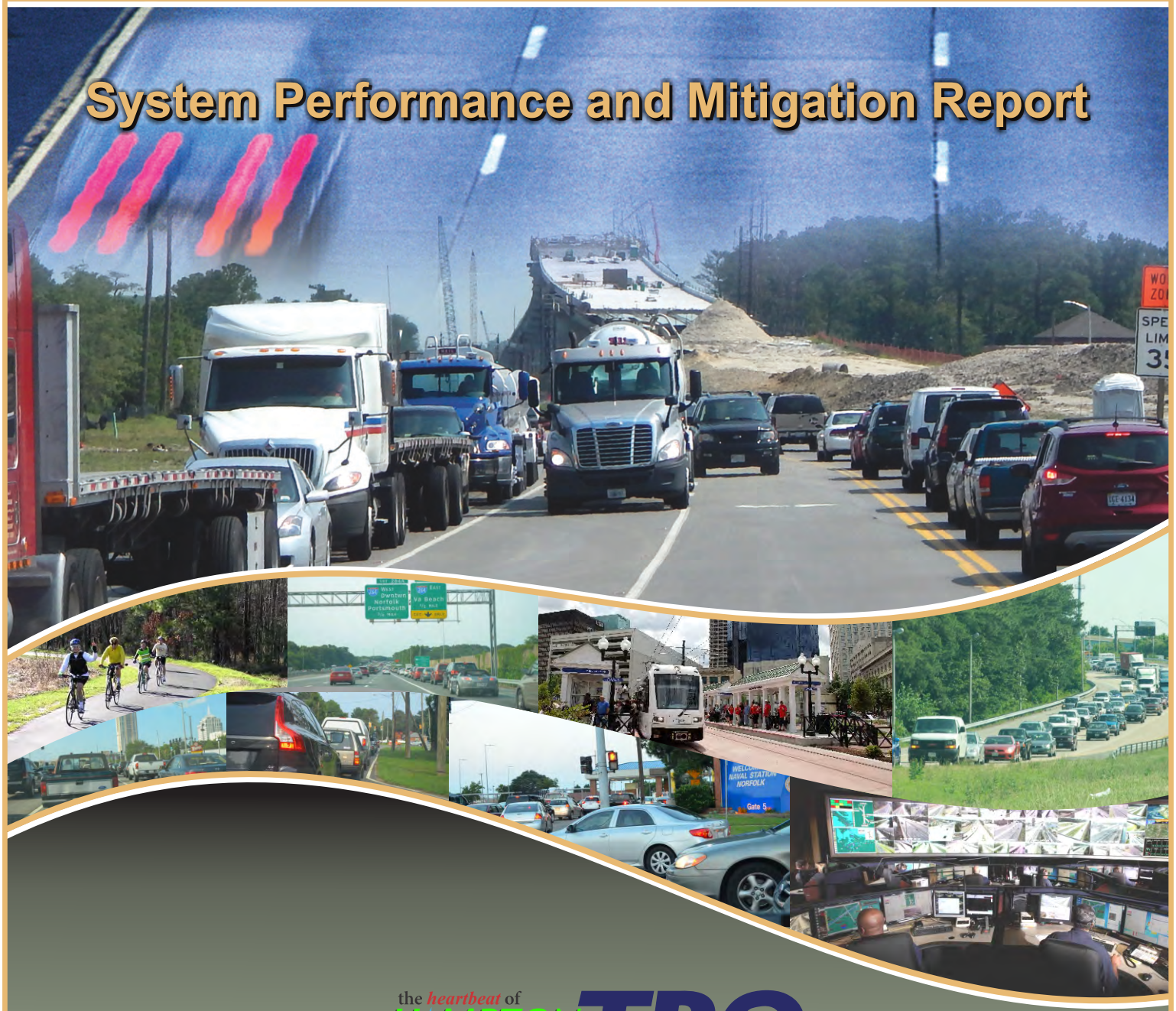
Hampton Roads Congestion Management Process

System Performance and Mitigation Report



the heartbeat of HAMPTON ROADS TPO
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T14-12

October 2014

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INVITED PARTICIPANT
John Malbon, CTB

HRTPO PROJECT STAFF

Robert B. Case, P.E., Ph.D.	Principal Transportation Engineer
Samuel S. Belfield	Senior Transportation Engineer
Keith Nichols, P.E.	Senior Transportation Engineer
Kendall Miller	Public Involvement & Title VI Administrator
Brian Chenault	Community Outreach Planner
Brian Miller	Web and Graphics Designer
Kathlene Grauberger	Senior Administrative Assistant
Michael Long	General Services Manager
Christopher Vaigneur	Assistant General Services Manager

HAMPTON ROADS CONGESTION MANAGEMENT PROCESS

SYSTEM PERFORMANCE AND MITIGATION REPORT

PREPARED BY:

the heartbeat of HAMPTON ROADS TPO
TRANSPORTATION PLANNING ORGANIZATION

OCTOBER 2014

T14-12

TITLE:
Hampton Roads Congestion Management Process: System Performance and Mitigation Report

AUTHORS:
Keith M. Nichols, P.E.
Samuel S. Belfield

PROJECT MANAGER:
Robert B. Case, PhD, P.E., P.T.O.E.

REPORT DATE:

October 2014

GRANT/SPONSORING AGENCY:
FHWA/VDOT/LOCAL FUNDS

ORGANIZATION NAME, ADDRESS, & TELEPHONE
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320
757.420.8300
http://www.hrtpo.org

ABSTRACT

As the federally designated Metropolitan Planning Organization (MPO) for the Hampton Roads, Virginia region, HRTPO is required by federal law to maintain a Congestion Management Process (CMP). The Hampton Roads CMP is an on-going systematic process for managing congestion that provides information and analysis on multimodal transportation system performance and on strategies to alleviate congestion and enhance the mobility of persons and goods regionwide. During this process, HRTPO works with state and local agencies to develop these strategies and mobility options. Federal regulations require that a CMP be in place in all Transportation Management Areas (TMAs), which are urban areas over 200,000 in population. The first Congestion Management System for Hampton Roads was released in 1995, and was updated in 1997, 2001, 2005, and 2010.

This report provides a thorough assessment of the roadway system in Hampton Roads, updates the regional LOS congestion analysis (using the 2013 Existing and the 2034 roadway network), ranks the most congested corridors, and provides congestion mitigation strategies and recommended improvements for the congested corridors.

ACKNOWLEDGMENTS

This document was prepared by the Hampton Roads Transportation Planning Organization (HRTPO) in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Virginia Department of Transportation (VDOT), Virginia Department of Rail and Public Transportation (DRPT), and the local jurisdictions and transit agencies within the Hampton Roads metropolitan planning area. The contents of this report reflect the views of the HRTPO. The HRTPO staff is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, FTA, VDOT or DRPT. This report does not constitute a standard, specification, or regulation. FHWA, FTA, VDOT or DRPT acceptance of this report as evidence of fulfillment of the objectives of this program does not constitute endorsement/approval of the need for any recommended improvements nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project level environmental impact assessments and/or studies of alternatives may be necessary.

NON-DISCRIMINATION
The HRTPO assures that no person shall, on the ground of race, color, national origin, handicap, sex, age, or income status as provided by Title VI of the Civil Rights Act of 1964 and subsequent authorities, be excluded from participation in, be denied the benefits of, or be otherwise subject to discrimination under any program or activity. The HRTPO Title VI Plan provides this assurance, information about HRTPO responsibilities, and a Discrimination Complaint Form.

EXECUTIVE SUMMARY

The Hampton Roads Congestion Management Process (CMP) is an on-going systematic process for managing congestion that provides information and analysis on multimodal transportation system performance and on strategies to alleviate congestion and enhance the mobility of persons and goods regionwide. During this process, the Hampton Roads Transportation Planning Organization (HRTPO) works with state and local agencies to develop these strategies and mobility options.

Federal regulations require that a CMP be in place in all Transportation Management Areas (TMAs), which are urbanized areas over 200,000 in population. The Hampton Roads Transportation Planning Organization began developing a Congestion Management System for the region in the early 1990s, and released the region's first CMS report in 1995. Updates to the CMS were released in 1997, 2001, 2005, and 2010. The 2010 update was the first regional report to be referenced as a "Congestion Management Process." This new requirement from SAFETEA-LU legislation was intended to encourage regions to incorporate congestion management into the metropolitan planning process, rather than have it as a stand-alone program or system.

According to the Federal Highway Administration (FHWA), the CMP should assist MPOs with performing the following actions for the regional transportation system:

- Develop regional objectives for congestion management
- Define CMP network
- Develop multimodal performance measures
- Collect data/monitor system performance
- Analyze congestion problems and needs
- Identify and assess strategies
- Program and implement strategies
- Evaluate strategy effectiveness

The overall goal of the Hampton Roads CMP is to take a regional approach to identify and address congestion concerns. The CMP also develops a "toolbox" of strategies to address the most congested locations. Since the region cannot simply build itself out of congestion, all strategies must be considered, with adding capacity as the last resort. For some severely congested corridors, additional roadway capacity may be the only solution for congestion based on the roadway characteristics.

For the first time, HRTPO staff has access to historical travel time and speed data for use in the CMP. The travel time and speed data used in this study was collected by INRIX. INRIX collects travel time and speed data on a continuous basis, using millions of GPS-enabled fleet vehicles (taxis, airport shuttles, service vehicles, and long haul trucks), mobile devices that have INRIX's real-time traffic applications installed, traditional road sensors, and other sources. INRIX data allows for a number of congestion measures to be reported, as shown below:

HRTPO INRIX MEASURES

1) Travel Speeds/Travel Time Indices
2) Potential for Intersection Congestion Alleviation (PICA)
3) Congestion Duration
4) Total Delay
5) Travel Time Reliability

INRIX travel time and speed data is available for 1,100 centerline-miles of roadway in Hampton Roads, including nearly all freeways and most principal and minor arterials. INRIX's coverage comprises 69% of the centerline-miles and 77% of the lane-miles of the existing CMP Roadway Network.

HRTPO staff determined roadway congestion levels using INRIX travel time and speed data for roadways where it was available and by conceptual planning level analysis methods for roadways without this data. For the 31% of the CMP Roadway Network where INRIX data is not available, AM and PM Peak Period roadway congestion levels were determined using a widely accepted engineering standard from the *Highway Capacity Manual* (HCM)[1] called Level of

[1] *Highway Capacity Manual*, Transportation Research Board, 2010

Service (LOS). Level of Service is measured on a scale of "A" through "F," with LOS A representing the best operating conditions and LOS F representing the worst. Levels of Service A through C are acceptable operating conditions that equate to "Low Congestion" levels. LOS D is considered to be an acceptable operating condition with "Moderate Congestion" levels, while Levels of Service E and F are considered to be unacceptable operating conditions with "Severe Congestion".

For roadways with INRIX data, HRTPO staff used the travel time index (TTI) to determine levels of roadway congestion. The travel time index compares typical travel conditions during a particular time of day (usually the peak travel hour or period) to the travel conditions during uncongested, or free-flow, conditions. As an example, if it takes one minute to travel the length of a roadway segment during uncongested, free-flow conditions but it takes two minutes on average during congested conditions, the travel time index would be 2 minutes/1 minute = 2.0.

HRTPO staff calculated the travel time index for each CMP Roadway Network segment by direction for each 15-minute interval during the AM and PM Peak Periods in 2013. The highest 15-minute travel time index during the AM Peak Period (defined in this study as occurring between 5:00 am and 9:00 am) and the PM Peak Period (defined as occurring between 3:00 pm and 7:00 pm) was used to determine each roadway segment's peak period congestion level.

Each roadway segment was classified as having a "low", "moderate", or "severe" level of peak period congestion based on this highest travel time index, using the thresholds shown in **Table ES-1**. Low congestion levels are comparable to a HCM Level of Service A, B or C. Moderate congestion levels are comparable to a Level of Service D, and severe congestion levels are comparable to a Level of Service E or F.

CONGESTION LEVEL		FREEWAY	ARTERIAL
Low	**LOW**	TTI < 1.15	TTI < 1.25
Moderate	**MOD**	1.15 ≤ TTI < 1.3	1.25 ≤ TTI < 1.4
Severe	**SEV**	TTI ≥ 1.3	TTI ≥ 1.4

Table ES-1 – Congestion Level Thresholds
Source: HRTPO.

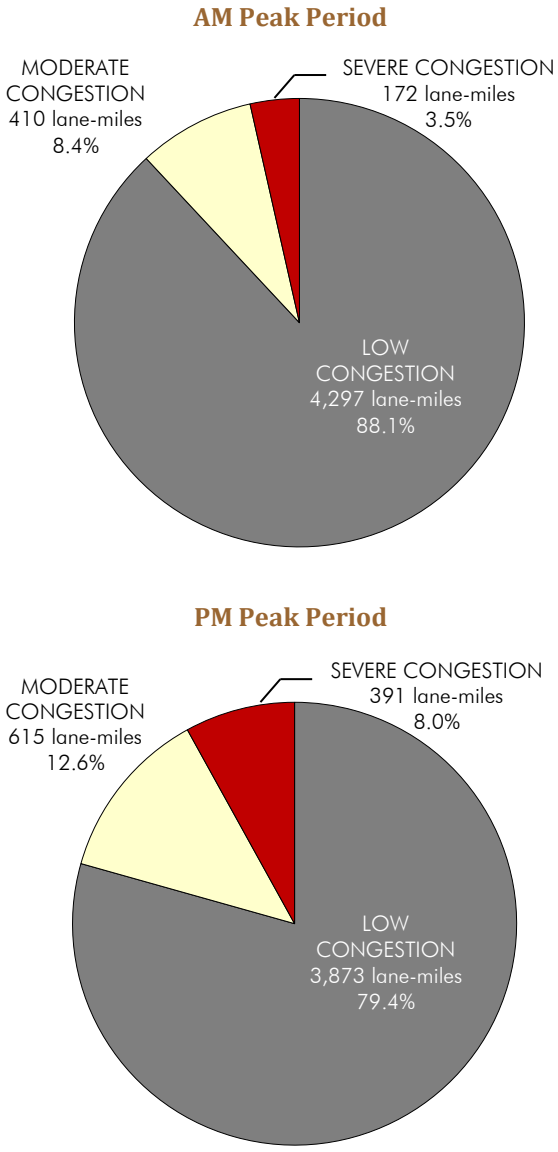


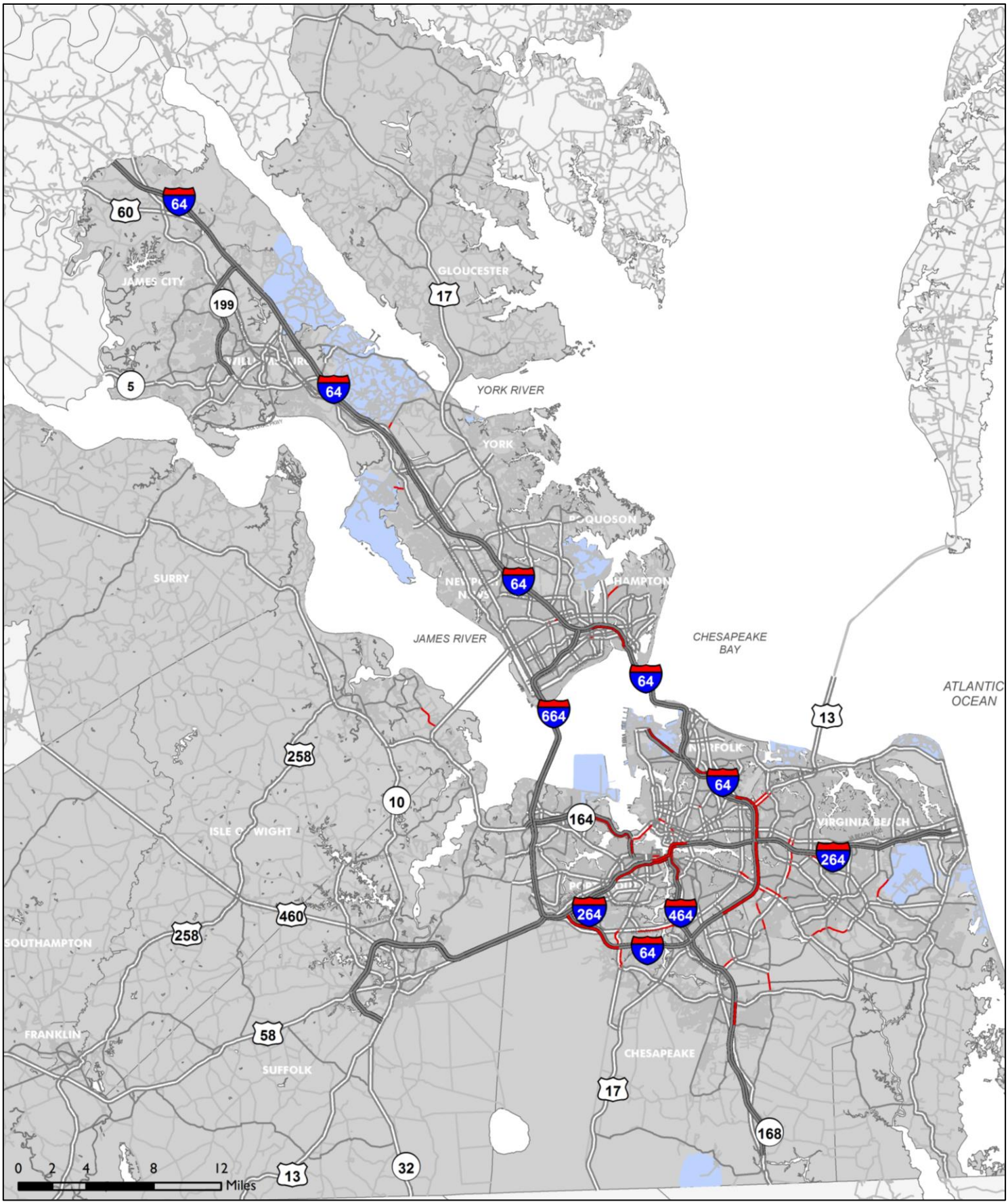
Figure ES-1 - Existing (2013) Congestion Levels by Lane-Mile for the CMP Roadway Network

Source: HRTPO analysis of INRIX and VDOT data.

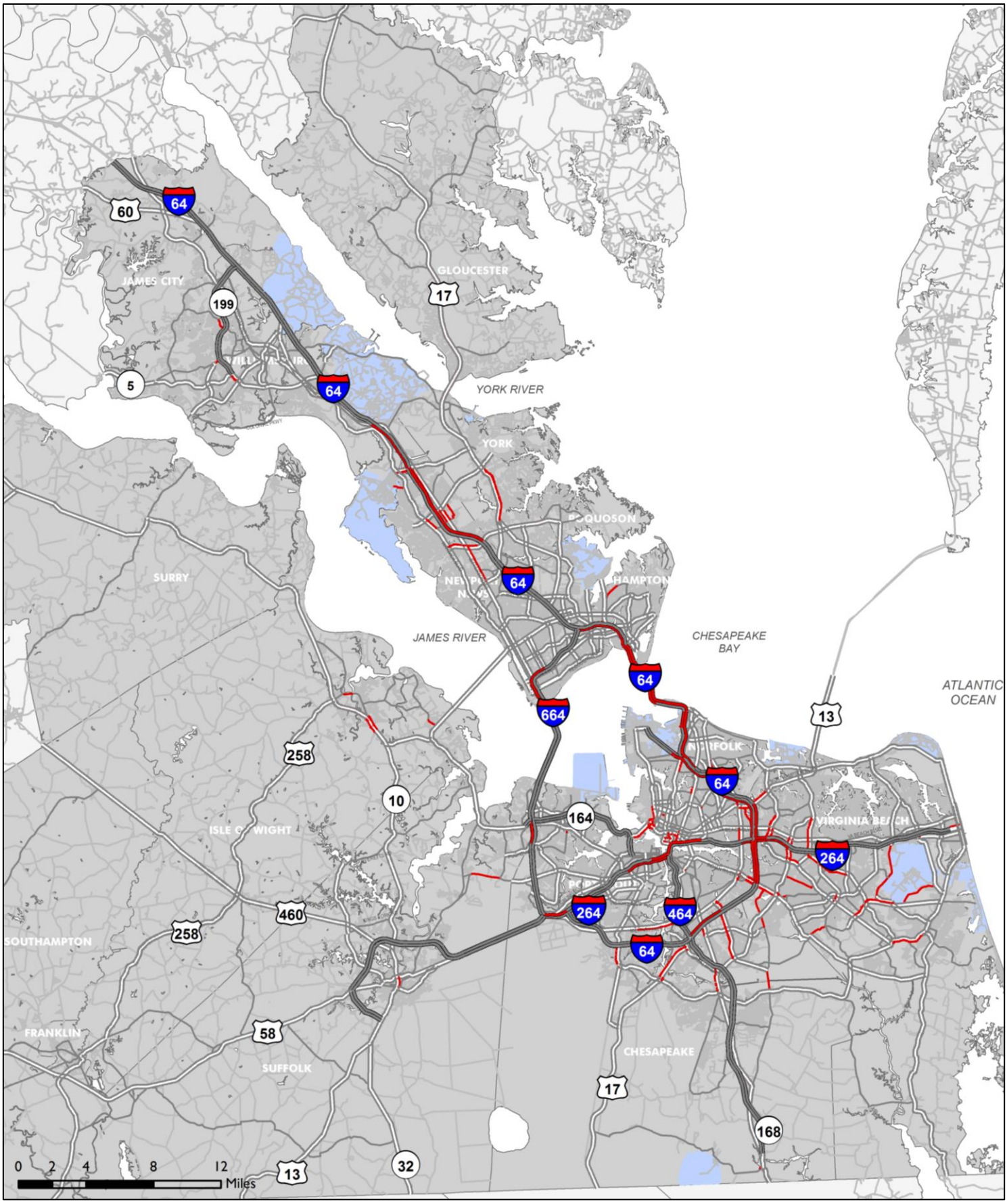
Figure only include those roadways in the CMP network within the Hampton Roads Metropolitan Planning Area (MPA).

Map ES-1 on page v shows the existing congestion levels in Hampton Roads during the AM Peak Period, and **Map ES-2** on page vi shows the existing congestion levels during the PM Peak Period.

Map ES-1 – Existing (2013) CMP Roadway Network Congestion Levels – AM PEAK PERIOD



Map ES-2 – Existing (2013) CMP Roadway Network Congestion Levels – PM PEAK PERIOD



Looking only at the roadways within the Metropolitan Planning Area (MPA)[2], the Hampton Roads region experienced severe congestion on 172 of the 4,879 lane-miles (3.5%) on the Hampton Roads CMP Roadway Network during the AM Peak Period in 2013. During the PM Peak Period, 391 lane-miles (8.0%) operated at severely congested conditions (**Figure ES-1**) in 2013.

The amount of roadway congestion is expected to grow significantly by the year 2034. Approximately one third (34%) of all CMP roadway lane-miles during the PM Peak Period are projected to operate in severely congested conditions in the year 2034 (**Figure ES-2**), based on the volumes and improvement projects contained in the 2034 Long-Range Transportation Plan. Caution should be used when making comparisons between the 2013 Existing and 2034 congestion levels, however, since different methodologies were used.

Given funding constraints, it is imperative that planners and officials select transportation projects that will be the most beneficial to the region. Rather than ranking corridors on congestion measures alone, HRTPO staff has incorporated the results from previous HRTPO studies which address measures such as freight, the military, and safety. Based on an assessment of available data as well as discussions with other transportation professionals throughout the region, five factors were included in the CMP Segment Scoring Criteria as shown below.

CMP SEGMENT SCORING CRITERIA

1) Existing Congestion
2) Existing Truck Volumes
3) Future Truck Delay
4) Safety
5) National Highway System (NHS)/Military

Each CMP Roadway Network segment was scored using these criteria by direction for the AM and PM Peak Periods. A CMP Segment Score was awarded to each segment based on the highest AM or PM Peak Period point total.

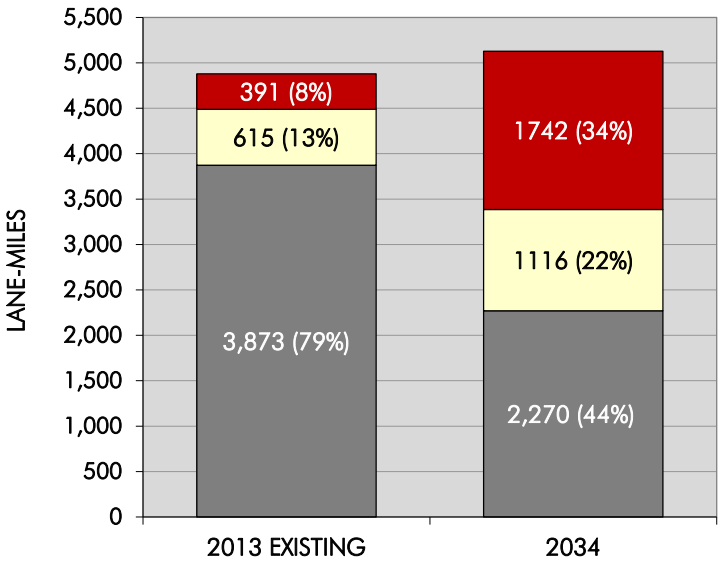


Figure ES-2 – Existing (2013) and 2034 Congestion Levels by Lane-Mile for the CMP Roadway Network (PM Peak)

Source: HRTPO analysis of HRTPO, INRIX, and VDOT data.

Figure only include those roadways in the CMP network within the Hampton Roads Metropolitan Planning Area (MPA).

After CMP Segment Scores were produced for each congested roadway segment in the region, high scoring segments were grouped into corridors for analysis purposes. Eighteen "CMP Congested Corridors" were created based on the location and proximity of each congested roadway segment. Then the CMP Congested Corridors were ranked based on the roadway segments with the highest CMP Segment Scores. These ranked CMP Congested Corridors – including the Top 6 Freeways and Top 12 Arterials – are shown in **Table ES-2** on page viii.

As congestion levels rise, it is imperative to evaluate, develop, and apply congestion mitigation strategies involving all modes of transportation to improve service levels on the regional transportation system. In order to achieve this goal, a comprehensive "toolbox" of specific congestion mitigation measures has been assembled to promote strategic solutions involving all modes of transportation, better land development, and more efficient use of the existing transportation system as required by federal CMP

[2] Although congestion levels were determined for roadways in the City of Franklin, Southampton County, Surry County, and Northern Gloucester County, these jurisdictions are excluded from these statistics since they fall outside of the MPA.

regulations. The strategies were grouped into five general categories:

HRTPO GENERAL CONGESTION MITIGATION STRATEGIES

1) Eliminate Person Trips or Reduce VMT
2) Shift Trips from Automobile to Other Modes
3) Shift Trips from SOV to HOV
4) Improve Roadway Operations
5) Add Capacity

During the strategy evaluation process, it is important to consider using the strategies listed above in the order presented in a "top-down" approach that would examine strategies to eliminate or shift automobile trips or improve roadway operations prior to adding capacity. Given today's budgetary constraints, it is imperative to first investigate strategies that utilize the existing capacity of the transportation network. It is also important for regional decision makers, planners, engineers, and other agencies involved with transportation to communicate and coordinate their efforts on a regular basis to solve existing problems and mitigate future congestion in Hampton Roads.

As part of this CMP update, 14 CMP Congested Corridors – 5 Freeways and 9 Arterials – were analyzed in detail to determine probable causes of congestion, peak hour traffic characteristics, recent and future projects, existing and future congestion levels, possible application of CMP mitigation strategies, and candidate congestion mitigation strategies. Two of the freeway corridors (Downtown Tunnel/Berkley Bridge and Midtown Tunnel/Western Freeway) are not included in the CMP Congested Corridors analysis, because tolls at the Midtown and Downtown Tunnels have greatly reduced congestion at those facilities. HRTPO staff has been monitoring the impacts of these tolls on the regional transportation network, and will release the *Analyzing and Mitigating the Impact of Tolls at the Midtown and Downtown Tunnels* report in late 2014. Two arterial corridors (Fort Eustis Boulevard and Military Highway) are not included in the analysis because of bridge construction projects that temporarily reduced capacity on these roadways. Another roadway on the list – Northampton Boulevard – was impacted by construction during 2013 that resulted in a lane reduction in the eastbound direction.

HRTPO staff recommends the following congestion mitigation strategies for the 14 CMP Congested Corridors shown in **Tables ES-3 and ES-4** on pages ix-xi.

Top 6 Freeways

Rank	Jurisdiction	CMP Congested Corridor
1	HAM/NOR	Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564
		- 4th View St from I-64 to Ocean View Ave
2	NOR/PORT/CHES	Downtown Tunnel/Berkley Bridge (I-264/I-464)[1]
		- I-264 from Portsmouth Blvd to Brambleton Ave
		- I-464 from Poindexter St to I-264
		- St. Pauls Blvd from I-264 Ramp to Brambleton Ave
3	CHES	I-64/High Rise Bridge from I-264 & I-664 (Bowers Hill) to Greenbrier Pkwy
4	NN	Monitor-Merrimac Mem. Bridge-Tunnel (I-664) from Terminal Ave to Chestnut Rd
5	NOR/VB	I-64 (Norfolk/VA Beach) from I-564 to Indian River Rd
6	NOR	I-564 (Norfolk) from International Terminal Blvd to Admiral Taussig Blvd

Top 12 Arterials

Rank	Jurisdiction	CMP Congested Corridor
1	NOR/PORT	Midtown Tunnel/Western Fwy from West Norfolk Rd to Brambleton Ave[1]
		- Hampton Blvd from 27th St to Brambleton Ave
		- Brambleton Ave from Colley Ave to Hampton Blvd
2	VB	Indian River Rd/Ferrell Pkwy from Providence Rd to Indian Lakes Blvd
3	NOR/VB	Northampton Blvd from I-64 to Diamond Springs Rd[3]
4	NN	Fort Eustis Blvd from Warwick Blvd to I-64[2]
5	VB	London Bridge Rd/Drakesmile Rd from Dam Neck Rd to Virginia Beach Blvd
6	VB	Independence Blvd from Holland Rd to Jeanne St
7	CHES	Battlefield Blvd from Cedar Rd to I-64
8	CHES	Military Hwy from Bainbridge Blvd to I-464[2]
9	JCC	Monticello Ave from News Rd to Route 199
10	CHES/VB	Centerville Tnpk from Mt Pleasant Rd to Indian River Rd
11	JCC/WMB	Route 199 from John Tyler Hwy (Rte 5) to Jamestown Rd
12	CHES	George Washington Hwy from Moses Grandy Trail to I-64

Table ES-2 - CMP Congested Corridors

1 - Not included in the CMP analysis due to tolls imposed in February 2014.
2 – Not included in the CMP analysis due to bridge construction projects.
3 – Corridor impacted by construction during the CMP analysis period (2013).

Table ES-3 - CMP Congested Corridor Congestion Mitigation Strategies - Freeways

Freeway Corridor #1 - Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564

- Consider adding tolls ("congestion pricing") to the Hampton Roads Harbor crossings.
- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. This could include increasing transit service across the Hampton Roads Harbor, such as enhancing express bus service or implementing ferry service.
- Improve ITS technologies and signage to minimize over-height vehicle turnarounds at the tunnel entrance.
- Continue to use and improve ITS/operational strategies to manage traffic at the tunnel and quickly respond to incidents. This can help reduce clearance times and reduce the number of secondary incidents.
- ODU is currently conducting a study titled "Investigation of Sources of Congestion at the HRBT" that should be completed by the end of the year. Planners and engineers should review this study in order to develop specific remedies for these sources of congestion.
- Add additional capacity across the Hampton Roads Harbor.

Freeway Corridor #2 - Downtown Tunnel

- This corridor was not analyzed, due to a significant reduction in congestion after tolls were implemented in Feburary 2014.

Freeway Corridor #3 - I-64/High Rise Bridge from I-264 & I-664 (Bowers Hill) to Greenbrier Pkwy

- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor.
- Maintain bridge opening restrictions during morning and afternoon peak periods.
- Improve the interchange of I-64 and I-464/Chesapeake Expressway to reduce weaving movements.
- Continue to use and improve ITS/Operational strategies to manage traffic in the corridor and quickly respond to incidents.
- Widen I-64 and the High Rise Bridge.

Freeway Corridor #4 - Monitor-Merrimac Mem. Bridge-Tunnel (I-664) from Terminal Ave to Chestnut Rd

- Consider adding tolls ("congestion pricing") to the Hampton Roads Harbor crossings.
- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. This could include increasing transit service across the Hampton Roads Harbor, such as enhancing express bus service or implementing ferry service.
- Continue to use and improve ITS/Operational strategies to manage traffic at the tunnel and quickly respond to incidents.
- Add additional capacity across the Hampton Roads Harbor.

Freeway Corridor #5 - I-64 from I-564 to Indian River Rd

- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor.
- Encourage local military leaders to modify policies concerning work times.
- Continue to use and improve ITS/Operational strategies to manage traffic in this corridor and quickly respond to incidents.
- Consider converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes to improve the usage of the existing capacity.
- Widen I-64 EB from the end of the Northampton Boulevard on-ramp to beyond the merging area for the reversible lanes. This will allow for the Northampton Boulevard on-ramp to remain as a through lane rather than the much less used ramp coming from the HOV lanes.
- Improve the interchange of I-64 and I-264. This could include:
  - Balancing traffic volumes by restriping I-64 EB to allow for 2 lanes exiting to I-264 and 2 through lanes continuing towards Chesapeake. This would also allow for the I-264 EB on-ramp to I-64 EB to have a dedicated lane beyond the interchange rather than the existing short acceleration lane.
  - Widening the ramp from WB I-64 to EB I-264 to 2 lanes.
  - Lengthening the acceleration lane from the I-264 ramp to EB I-64.
- Rebuild the EB side of the interchange of I-64 and Indian River Road to alleviate weaving/merging issues.
- Consider strategies included in Arterial #2 – Indian River Rd and Arterial #3 – Northampton Blvd.

Freeway Corridor #6 - I-564 from International Terminal Blvd to Admiral Taussig Blvd

- Encourage local military leaders to modify policies concerning work times and work location (by entry gate).
- Encourage local partnerships with Hampton Roads Transit (HRT) and others to increase travel options for military personnel through travel demand management strategies such as working off-peak hours, telecommuting, ridesharing (carpools/vanpools), and using public transit.
- Extend light rail passenger service to/from Naval Station Norfolk.
- Ensure coordination of the signals on Admiral Taussig Blvd.
- Improve the operations of the gates, particularly at Gates 3/3A. This could include adding additional lanes for processing through the gates and improving technologies at the gates.
- Construct the Intermodal Connector and Air Terminal Interchange projects to improve access from I-564 to Naval Station Norfolk.
- Construct the Third Crossing to improve access to Naval Station Norfolk.

Table ES-4 - CMP Congested Corridor Congestion Mitigation Strategies - Arterials

Arterial Corridor #1 - Midtown Tunnel
• This corridor was not analyzed, due to a significant reduction in congestion after tolls were implemented in Feburary 2014.
Arterial Corridor #2 - Indian River Rd/Ferrell Pkwy from Providence Rd to Indian Lakes Blvd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Improve the intersection of Indian River Road and Kempsville Road. Rebuilding the intersection with a non-traditional configuration is included in the SYIP/TIP (UPC #84366), with construction expected to begin in 2015. • Ensure coordination of signals in the corridor. • Widen Indian River Road. (This project is included in the Long-Range Transportation Plan.) • Construct alternate routes, such as the Southeastern Parkway and Greenbelt. The extension of Lynnhaven Pkwy between Centerville Tpke and Indian River Rd (UPC #14603) is under construction and will reduce congestion at Indian River Road/Kempsville Rd when complete.
Arterial Corridor #3 - Northampton Blvd from I-64 to Diamond Springs Rd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Improve the interchange of I-64 and Northampton Blvd. One possibility is to widen I-64 EB from the end of the Northampton Boulevard on-ramp to beyond the merging area for the reversible lanes. This will allow for the Northampton Boulevard on-ramp to remain as a through lane rather than the much less used ramp coming from the HOV lanes.
Arterial Corridor #4 - Fort Eustis Blvd
• This corridor was not analyzed, since congestion in this corridor was due to a bridge replacement project.
Arterial Corridor #5 - London Bridge Rd/Drakesmile Rd from Dam Neck Rd to Virginia Beach Blvd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Consider improvements to the intersection of Virginia Beach Blvd/Great Neck Rd/London Bridge Rd to improve flow on London Bridge Rd. This could include restriping EB Virginia Beach Blvd to provide a triple left turn movement to NB Great Neck Rd and WB Virginia Beach Blvd to provide a double left turn movement to SB London Bridge Rd. The EB triple left would require restriping Great Neck Rd to the north of Virginia • Ensure coordination between the closely spaced signals from Potters Rd to Virginia Beach Blvd. • Widen London Bridge Rd between Drakesmile Rd and Dam Neck Rd to alleviate backups on SB Drakesmile Rd. (This project is included in the Long-Range Transportation Plan.)
Arterial Corridor #6 - Independence Blvd from Holland Rd to Jeanne St
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor, e.g. the current HRT Virginia Beach Transit Extension Study. • Ensure coordination of signals in the corridor, especially between the closely spaced signals from Bonney Rd to Virginia Beach Blvd. • Improve the interchange of I-264 and Independence Boulevard to add capacity, improve safety, and reduce weaving movements. Possible improvements would include Single Point Urban Interchange and Diverging Diamond Interchange designs. • Improve alternate routes, such as an overpass of I-264 in the Constitution Dr/Edwin Dr corridor.
Arterial Corridor #7 - Battlefield Blvd from Cedar Rd to I-64
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Add an exclusive right-turn lane on the SB Battlefield Blvd approach at the Cedar Rd intersection. • Add an additional exit lane for the Great Bridge Shopping Center at Cedar Rd/Battlefield Blvd signalized intersection and redesignate lanes to dual left-turns, one through, and one right-turn (and retime signal). • Ensure coordination of signals in the corridor. • Implement rush hour restrictions for Great Bridge Bridge lifts, similar to those in place on other bridges. • Remove two-way left-turn lane and construct a raised-curb median with openings and channelized left-turn bays at strategic locations along the entire length of Battlefield Blvd south of Great Bridge Blvd/Kempsville Rd. (Note: This will likely increase congestion but also improve safety.) • Consider redesigning the Great Bridge Blvd/Kempsville Rd and Battlefield Blvd intersection to increase capacity by adding additional left-turn and through lanes on the EB Great Bridge Blvd approach at the Battlefield Blvd intersection, and adding a 3rd through lane on NB Battlefield Blvd from south of Great Bridge Blvd/Kempsville Rd intersection to Old Oak Grove Rd/Great Bridge Bypass off-ramp. • Consider increasing capacity of the intersection of Volvo Pkwy and Battlefield Blvd. This could include triple left-turn lanes from both approaches of Volvo Pkwy to Battlefield Blvd. • Extend right-turn lane along NB Battlefield Blvd from Coastal Way to the right-turn lane at Wal Mart Way. • Perform signal warrant analysis at the Albemarle Dr intersection.
Arterial Corridor #8 - Military Hwy from Bainbridge Blvd to I-464
• This corridor was not analyzed, since congestion in this corridor was due to a bridge replacement project.

Table ES-4 - CMP Congested Corridor Congestion Mitigation Strategies - Arterials (continued)

Arterial Corridor #9 - Monticello Ave from News Rd to Route 199

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Active transportation strategies and safety in the corridor will be addressed in an upcoming VDOT study.
- Improve the movement between Monticello Ave and Ironbound Rd via News Rd by constructing new turn lanes as included in the programmed project (UPC #82961).
- Evaluate and consider constructing an additional exit lane for Monticello Marketplace at Monticello Ave signalized intersection and redesignate exit lanes to dual left-turns and one through/right-turn lane.
- Ensure coordination of signals in the corridor. This can be done through a Special Use Permit completed with the developer of the Courthouse Commons Shopping Center. This would also be assisted with the future installation of the Insync system, which VDOT anticiapates happening within the next 6 months to a year.
- Continue existing access management strategies in this corridor for future developments.
- Consider improving connections between developments so traffic does not have to use Monticello Ave.

Arterial Corridor #10 - Centerville Tpke from Mt Pleasant Rd to Indian River Rd

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Add HRT Bus service route along corridor if demand is warranted.
- Add capacity to the intersection of Centerville Tpke and Mt Pleasant Rd:
  - Add a second NB lane along Centerville Tpke for approximately 1,800 feet to the north of Mt Pleasant Rd.
  - Add an additional left-turn lane on the EB Mt Pleasant Rd approach at the Centerville Turnpike intersection.
  - Add an additional through lane for the NB Centerville Turnpike approach at the Mt Pleasant Rd intersection.
- Add capacity to the intersection of Centerville Tpke and Elbow Rd by constructing left-turn lanes for EB and WB approaches for Elbow Rd or consider adding a roundabout.
- Perform a signal warrant analysis at the Butts Station Rd intersection and consider constructing a roundabout.
- Implement the programmed widening project (UPC #103005) from 2 to 6 lanes from Indian River Rd to Kempsville Rd and the planned widening project from 2 to 4 lanes from Kempsville Rd to the Chesapeake city line.
- Consider widening Centerville Tpke from 2 to 4 lanes in Chesapeake.

Arterial Corridor #11 - Route 199 from John Tyler Hwy (Route 5) to Jamestown Rd

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor.
- Evaluate and consider adding dual left turn lanes for the EB and WB Route 199 approaches at the Jamestown Rd intersection. This would require adding a 2nd receiving lane for SB Jamestown Rd south of the Route 199 intersection, either through new construction or changing the existing NB lane uses and restriping the pavement.
- Consider extending the turn bays on EB Route 199 beyond the typical peak period length of the queue.
- Evaluate and consider adding 2nd through lane for SB Jamestown Rd approach at the Route 199 intersection. This would also require adding a 2nd receiving lane for SB Jamestown Rd south of the Route 199 intersection.

Arterial Corridor #12 - George Washington Hwy from Moses Grandy Tr to I-64

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Add HRT bus service route along corridor if demand warrants.
- Perform a signal warrant analysis at the George Washington Hwy/Moses Grandy Tr/Hinton Ave intersection.
- Ensure coordination of signals in the corridor.
- Replace the 2-lane Deep Creek Bridge with 4-lane bridge.
- Reroute/realign George Washington Hwy along Sawyers Arch to Hugo A Owens Middle School entrance roadway with Moses Grandy Trail, including a new traffic signal. This project has been included in previous Long-Range Transportation Plans.

Federal regulations require that CMPs be implemented as a continuous part of the metropolitan planning process, which also includes the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). The CMP is the first step in addressing regional congestion as it monitors the regional roadway network, identifies congestion, and develops strategies to address congestion. The CMP also includes a ranking of roadways based on current congestion and other performance measures to determine where future congestion relief projects are most needed. The HRTPO encourages local planners, engineers, and decision makers to strongly consider the CMP results when developing future projects for congested areas. Once projects are developed, data from the CMP will be input into the LRTP Project Prioritization Tool in order to assist in the ranking of projects. Finally, the highest priority projects are programmed via the TIP and the process begins again (**Figure ES-3**).

HRTPO staff will continue to monitor and refine the regional CMP. Roadway data, such as traffic volumes, travel times and speeds, roadway and signal characteristics, safety data, capacity changes, and other transportation improvements will be updated continuously in order to assist with future CMP report releases and other HRTPO planning efforts. Furthermore, the HRTPO will work to gain input from the general public and regional stakeholders going forward to achieve CMP goals and to enhance the overall process for Hampton Roads.

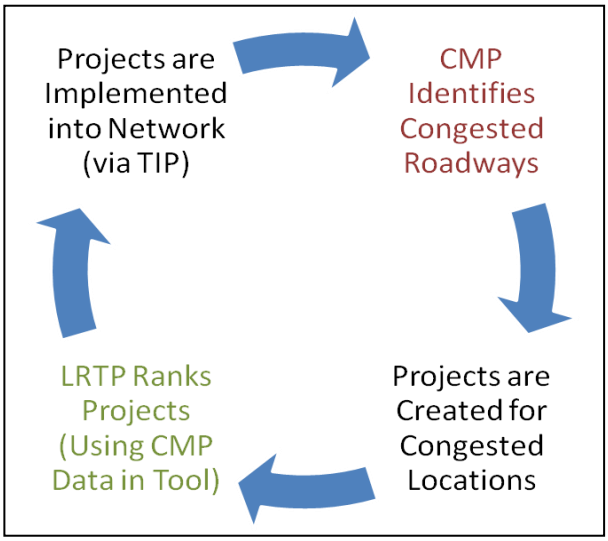

Projects are Implemented into Network (via TIP)
CMP Identifies Congested Roadways
Projects are Created for Congested Locations
LRTP Ranks Projects (Using CMP Data in Tool)

Figure ES-3 - Steps for Integrating CMP into the Planning Process

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INTRODUCTION

As the federally designated Metropolitan Planning Organization (MPO) for the Hampton Roads region, the Hampton Roads Transportation Planning Organization (HRTPO) is required by federal law to maintain a Congestion Management Process (CMP). The Hampton Roads CMP is an on-going systematic process for managing congestion that provides information and analysis on multimodal transportation system performance and on strategies to alleviate congestion and enhance the mobility of persons and goods regionwide. During this process, HRTPO works with state and local agencies to develop these strategies and mobility options.

Federal regulations require that a CMP be in place in all Transportation Management Areas (TMAs), which are urban areas over 200,000 in population. The CMP builds upon more than two decades of experience in planning for congestion management, including the Congestion Management System (CMS), which was first introduced in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). In 2005, emphasis was placed on transportation management and operations in the reauthorization of the nation's surface transportation program – Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). In 2012, Congress passed and President Obama signed the Moving Ahead for Progress in the 21st Century Act (MAP-21), which authorizes over $105 billion in funding for surface transportation programs for Federal Fiscal Years 2013 and 2014.

MAP-21 created a streamlined, performance-based, and multimodal program to address the many challenges facing the U.S. transportation system. It also established seven national performance goals for Federal highway programs:

1. Safety
2. Infrastructure Condition
3. **Congestion Reduction**
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

HAMPTON ROADS CONGESTION MANAGEMENT PROCESS (CMP)

The Hampton Roads CMP is an on-going systematic process for managing congestion that provides information and analysis on multimodal transportation system performance and on strategies to alleviate congestion and enhance the mobility of persons and goods regionwide.

The Hampton Roads Transportation Planning Organization began developing a Congestion Management System for the region in the early 1990s, and released the region's first CMS report in 1995. Updates to the CMS were released in 1997, 2001, 2005, and 2010. The 2010 update was the first regional report to be referenced as a "Congestion Management Process." This new requirement from SAFETEA-LU was intended to encourage regions to incorporate congestion management into the metropolitan planning process, rather than have it as a stand-alone program or system. In the past, the Hampton Roads Congestion Management System had been viewed as an on-going process rather than a stand-alone program, so this concept was not new to the region. Hampton Roads jurisdictions have always been encouraged to utilize the CMS/CMP as a tool for developing transportation projects for the Hampton Roads Long-Range Transportation Plan (LRTP).

One of the primary performance measures of the CMP has been a comprehensive regional roadway congestion analysis of the existing conditions, which identifies the most congested locations in the region. The last CMP update, released in 2010, included a level of service (LOS) congestion analysis for the 2009 roadway network. The current congestion analysis is limited to identifying congestion on roadways due to data constraints of other transportation modes and facilities. This report provides a thorough assessment of the roadway system in Hampton Roads and updates the regional LOS congestion analysis for the 2013 Existing morning and afternoon peak travel periods. In addition, this report ranks the most congested corridors based on congestion and a variety of other criteria, including freight, safety, and military or

national significance. Finally, congestion mitigation strategies are identified and recommended for these locations.

CMP ACTIONS AND GOALS

According to the Federal Highway Administration (FHWA)[3], the CMP should assist MPOs with performing the following actions for the regional transportation system:

- Develop regional objectives for congestion management
- Define CMP network
- Develop multimodal performance measures
- Collect data/monitor system performance
- Analyze congestion problems and needs
- Identify and assess strategies
- Program and implement strategies
- Evaluate strategy effectiveness

The overall goal of the Hampton Roads CMP is to take a regional approach to identify and address congestion concerns. The CMP also develops a "toolbox" of strategies to address the most congested locations. Since the region cannot simply build itself out of congestion, all strategies must be considered, with adding capacity as the last resort. For some severely congested corridors, additional roadway capacity may be the only solution for congestion based on the roadway characteristics.

INTEGRATING CMP INTO THE PLANNING PROCESS

Federal regulations require that CMPs be implemented as a continuous part of the metropolitan planning process, which also includes the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). The CMP is the first step in addressing regional congestion as it monitors the regional roadway network, identifies congestion, and develops strategies to address

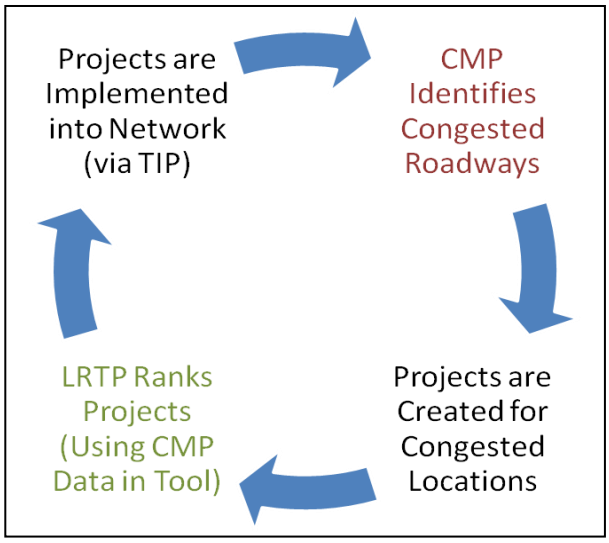

Projects are Implemented into Network (via TIP)
CMP Identifies Congested Roadways
Projects are Created for Congested Locations
LRTP Ranks Projects (Using CMP Data in Tool)

Figure 1 – Steps for Integrating the CMP into the Metropolitan Planning Process

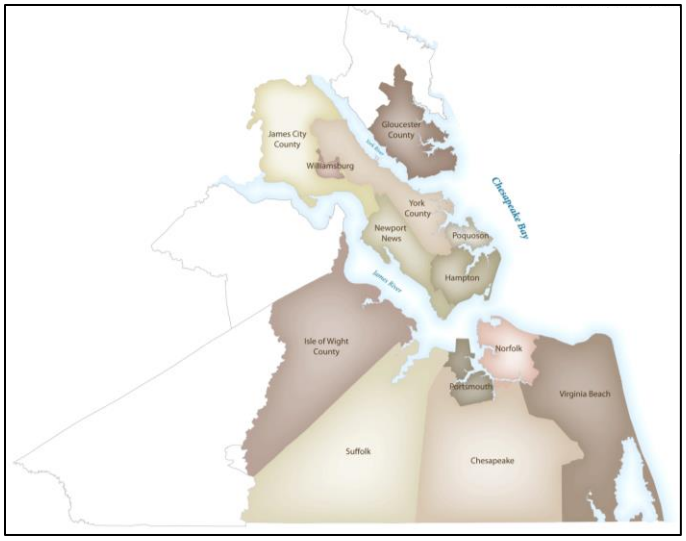
congestion (**Figure 1**). The CMP also includes a ranking of roadways based on current congestion and other performance measures to determine where future congestion relief projects are most needed. The HRTPO encourages local planners, engineers, and decision makers to strongly consider the CMP results when developing future projects for congested areas. Once projects are developed, data from the CMP will be input into the LRTP Project Prioritization Tool (described later in this report) in order to assist in the ranking of projects. Finally, the highest priority projects are programmed via the TIP and the process begins again.

CMP STUDY AREA

The Hampton Roads Transportation Planning Organization serves as the intergovernmental transportation planning body or Metropolitan Planning Organization (MPO) for the Hampton Roads Metropolitan Planning Area (MPA). The Hampton Roads MPA, which is located in Southeastern Virginia, adjacent to the Atlantic Ocean and the Chesapeake Bay (**Map 1** on page 3), is divided by the James River and the Hampton Roads harbor into two subregions: the Peninsula and the Southside. The Peninsula is the northern subregion, comprised of the cities of Hampton, Newport News, Poquoson, and Williamsburg, and the counties of James City and York, as well as a portion of Gloucester County. The Southside includes the cities of Chesapeake, Norfolk,

[3] Congestion Management Process: A Guidebook, FHWA, U.S. Department of Transportation, April 2011, p. 8.

Portsmouth, Suffolk, and Virginia Beach, as well as Isle of Wight County and the towns of Windsor and Smithfield.



Map 1 – Hampton Roads Metropolitan Planning Area

HRTPO also assists with transportation planning efforts for rural areas within the Hampton Roads Planning District Commission (HRPDC) boundary, which includes the City of Franklin and Southampton and Surry Counties.

Hampton Roads is named after the body of water that splits the region, one of the world's largest natural harbors. The region also contains miles of coastal beaches and easy access to the Chesapeake Bay and other waterways, making Hampton Roads a prime East Coast tourist destination.

Furthermore, the location and physical features make it an attractive location for foreign trade and many military facilities. The region's military presence is anchored by Naval Station Norfolk, the largest in the world, which totals more than 96,000 military and civilian employees. The Hampton Roads region is comprised of four state-operated port facilities, several private port facilities, eighty-three federal facilities (including over twenty-five military facilities), two international airports, three Amtrak stations, multiple rail lines, and shipyards.

Providing links to these facilities are a system of highways, bridges and tunnels, bike and pedestrian facilities, and multiple transit modes and authorities. The same factors that provide the region with so many economic and recreational advantages also create a set of geographical challenges for creating and maintaining the transportation infrastructure. Hampton Roads' location and topography requires many bridges and tunnels, which involve higher costs for construction and maintenance. The combination of these factors creates a need for a safe, efficient, and well maintained regional transportation system.

REPORT CONTENTS

This report is organized into nine sections as shown in the box below:

1) **INTRODUCTION**
2) **SYSTEM MONITORING** – Contains information on HRTPO's performance management efforts including the State of Transportation and regional performance measures, and also include information on regional roadway travel and trends, traffic volumes and characteristics at regional bridges and tunnels, and recently completed and planned roadway projects
3) **IDENTIFICATION OF CONGESTED LOCATIONS** – Includes a description of the CMP roadway network, data used in the study, and the congestion analysis
4) **RANKING OF CMP CONGESTED CORRIDORS** – CMP ranking criteria includes existing congestion levels and associated data, existing and future freight levels, safety, and roadways classified as part of the National Highway System or important to the military
5) **CONGESTION MITIGATION STRATEGIES** – Describes tools and methods to relieve congested areas
6) **APPLICATION OF STRATEGIES TO CMP CONGESTED CORRIDORS** – Identifies causes of congestion and recommends improvements to the highest ranked congested freeways and arterials
7) **NEXT STEPS**
8) **PUBLIC INVOLVEMENT** – Describes HRTPO's public involvement efforts for this study
9) **APPENDICES**

SYSTEM MONITORING

As part of its "Performance Management" planning efforts, HRTPO staff monitors statistics regarding the Hampton Roads transportation network. HRTPO staff does this by collecting transportation data from a variety of sources on an ongoing basis and maintaining various databases related to all facets of the regional transportation system.

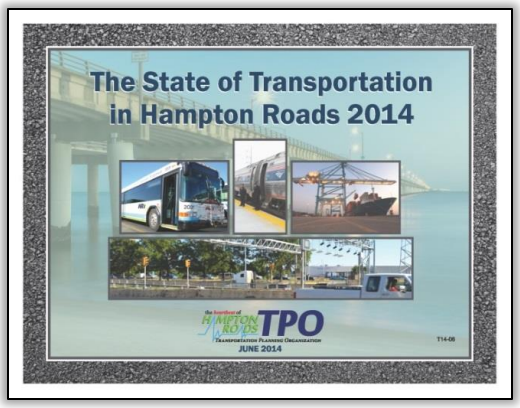
Much of the transportation data obtained by HRTPO staff is included in the CMP Database. This database serves as a "one-stop shop" for facilities included within the CMP Roadway Network (which is described further on page 24). The CMP Database includes existing and historical daily volumes, peak hour characteristics and levels of service, INRIX travel time and speed data, roadway characteristics, daily and hourly truck volumes, and crash data.

In addition, HRTPO staff also collects and monitors data related to many other transportation modes – including air, rail, and marine – on a regular basis.

More information on HRTPO's Performance Management effort is available at http://hrtpo.org/page/performance-management.

STATE OF TRANSPORTATION

HRTPO annually produces the State of Transportation in Hampton Roads report. The State of Transportation report details the current status of all facets of the transportation system in Hampton Roads as shown in the box to the right. Historical trends and new developments are highlighted, and



INFORMATION INCLUDED IN THE STATE OF TRANSPORTATION IN HAMPTON ROADS

AIR TRAVEL –

- Passenger levels at regional airports
- Airfares
- Capacity in seat-miles
- Nonstop destinations

RAIL TRAVEL –

- The Tide light rail passenger levels
- Amtrak passenger levels at stations in Norfolk, Newport News and Williamsburg
- Rail safety

PORT DATA –

- Cargo levels at the Port of Virginia
- Cargo mode split

ROADWAY TRAVEL –

- Vehicle-miles of travel
- Licensed drivers/registered vehicles
- Regional roadway capacity (lane-miles)
- Congestion levels and costs
- Travel time to work
- Commuting methods
- Safety
- Seat belt usage
- Bridges
- Pavement condition
- Truck volumes
- Public transportation usage
- Active transportation (bicycle/pedestrian)
- Transportation operations
- Air quality

TRANSPORTATION FINANCING –

- Transportation revenues and allocations
- Fuel prices and taxes
- Roadway projects

comparisons are made between Hampton Roads and similar large metropolitan areas.

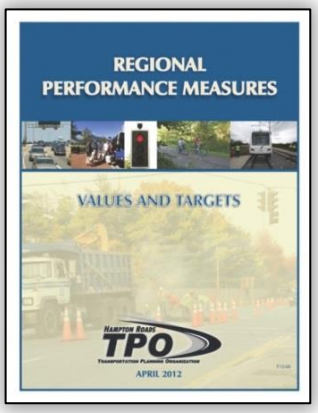
The most recent version of the State of Transportation in Hampton Roads report was released in June 2014 and is available at http://hrtpo.org/page/state-of-transportation.

REGIONAL PERFORMANCE MEASURES

Although the HRTPO has been measuring the performance of the regional transportation system via the State of Transportation reports, the HRTPO also prepares a standard set of regional performance measures according to a process led by the state, and will prepare a set of regional performance measures and targets based on federal legislation in the future.

In 2009, the General Assembly of Virginia passed legislation codifying regional transportation performance measurement. In response to the legislation, the HRTPO staff, in cooperation with other Virginia metropolitan areas and Virginia's Office of Intermodal Planning and Investment (OIPI), developed a list of regional performance measures (RPM), as shown to the right. The list was approved by the HRPTO Board in January 2011 and the Commonwealth Transportation Board in June 2011.

In April 2012, the HRTPO Board approved a set of targets for its Regional Performance Measures. Lacking a basis for setting numerical targets, the HRTPO, with the recommendation of the Transportation Technical Advisory Committee's RPM Task Force, decided to set trend targets – increasing a particular value, decreasing a particular value, or maintaining that particular value.



The current federal surface transportation authorization program, MAP-21, also requires that states and metropolitan areas use performance measures and set targets. These measures and targets will be required in the following areas shown in the box to the bottom right of this page.

HRTPO staff annually updates these RPMs, with the most recent version being released in September 2014. More information on HRTPO's Regional Performance Measures effort is available at http://hrtpo.org/page/performance-management.

HRTPO REGIONAL PERFORMANCE MEASURES (RPMS)

- Congestion reduction
- Safety
- Transit usage
- HOV usage
- Jobs-to-housing balance
- Access to transit
- Access to pedestrian facilities
- Air quality
- Movement of freight
- Vehicle-miles of travel (VMT)
- Maintenance
- Financial system

MAP-21 PERFORMANCE MEASURES AREAS

- Pavement condition on the Interstate system and the remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Transit usage
- Fatalities and serious injuries – both number and rate per vehicle-miles of travel – on all public roads
- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

REGIONAL ROADWAY TRAVEL AND TRENDS

There has been little change in the amount of roadway travel in Hampton Roads in recent years, a trend that is similar to the trend experienced throughout the country. This section examines these trends in regional roadway travel levels, regional roadway travel by time of day, and truck travel.

Regional Roadway Travel

The amount of roadway travel is measured in terms of vehicle-miles of travel (VMT), which is the total number of miles every vehicle in the region travels over a period of time. VDOT annually estimates roadway travel levels based on traffic counts collected on a recurring basis.

There were 40 million vehicle-miles of travel on the typical day in Hampton Roads in 2012 according to VDOT (**Figure 2**). The amount of roadway travel in Hampton Roads has actually decreased over the last decade, with a 0.7% decline occurring between 2003 and 2012. This varies from historical trends, as prior to 2003 regional traffic volumes typically grew at about a 2% rate annually.

This leveling off in roadway travel is not unique to Hampton Roads. Since 2005, roadway travel in Hampton Roads decreased 1.5%, roadway travel throughout Virginia only increased 0.5%, and roadway travel throughout the United States decreased 1.0%.

While regional roadway travel decreased 0.7% between 2003 and 2012, the region's population increased 6.1%. This combination resulted in a significant decrease in vehicular travel per capita in Hampton Roads. The vehicular travel per capita in Hampton Roads was 23.4 vehicle-miles per person per day in 2012, down 6.3% from the peak of 25.0 daily VMT per capita in the region in 2003.

The amount of roadway travel per capita in Hampton Roads is fairly typical to similar metropolitan areas as shown in **Figure 3**. Among 36 large metropolitan areas in the United States with populations between one and three million people, Hampton Roads ranked 18th highest in terms of vehicular travel per capita in 2011 (the most recent data available).

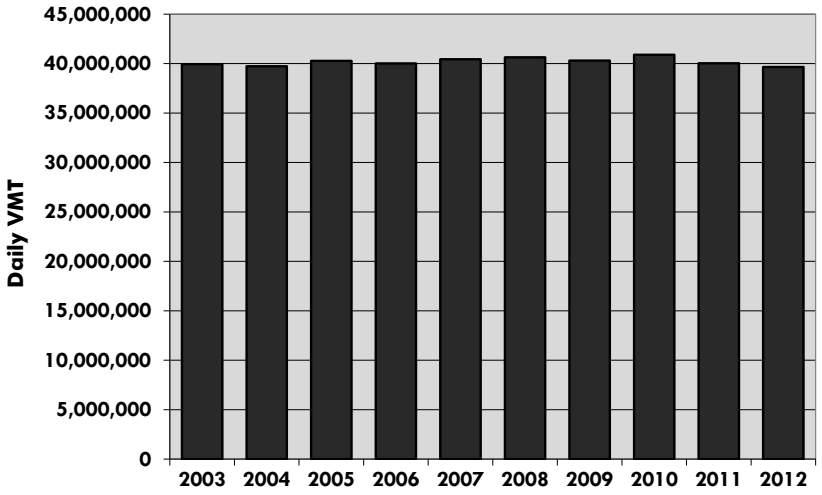


Figure 2 – Daily Vehicle-Miles of Travel in Hampton Roads, 2003-2012
Source: HRTPO analysis of VDOT data.

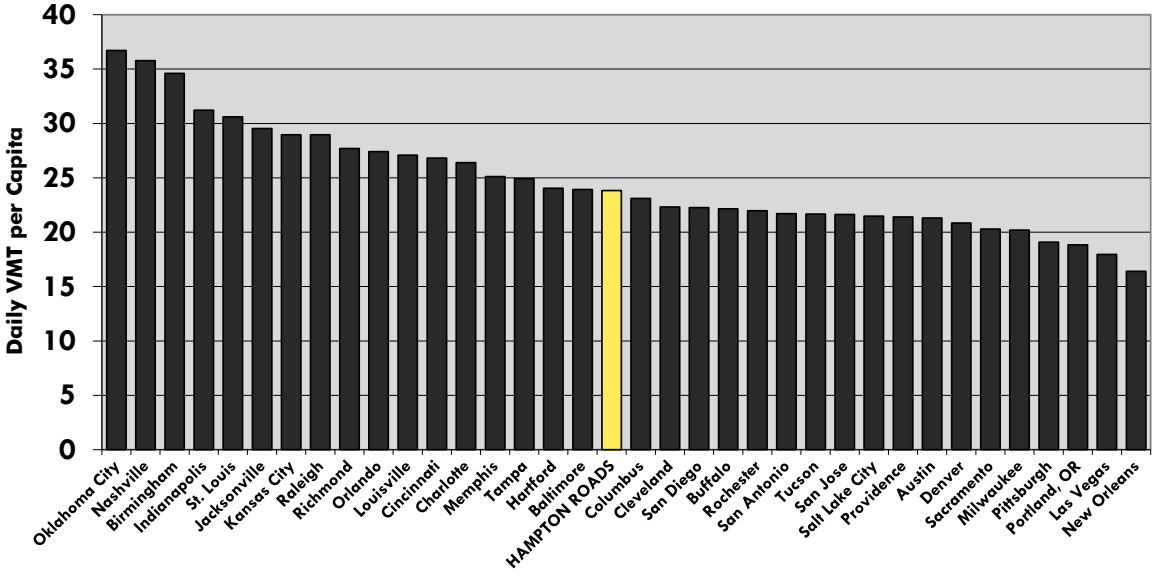


Figure 3 – Daily Vehicle-Miles of Travel per Capita in Large Metropolitan Areas, 2011
Source: FHWA. Includes all metropolitan areas with a population between one and three million people.

Travel by Time of Day

The distribution of roadway travel in Hampton Roads includes pronounced peak travel periods in both the morning and afternoon (**Figure 4**). These periods largely occur between 6:30 am and 9:00 am in the morning with a peak at 7:30 am, and 3:00 pm and 6:00 pm in the afternoon with a peak at 5:15 pm.

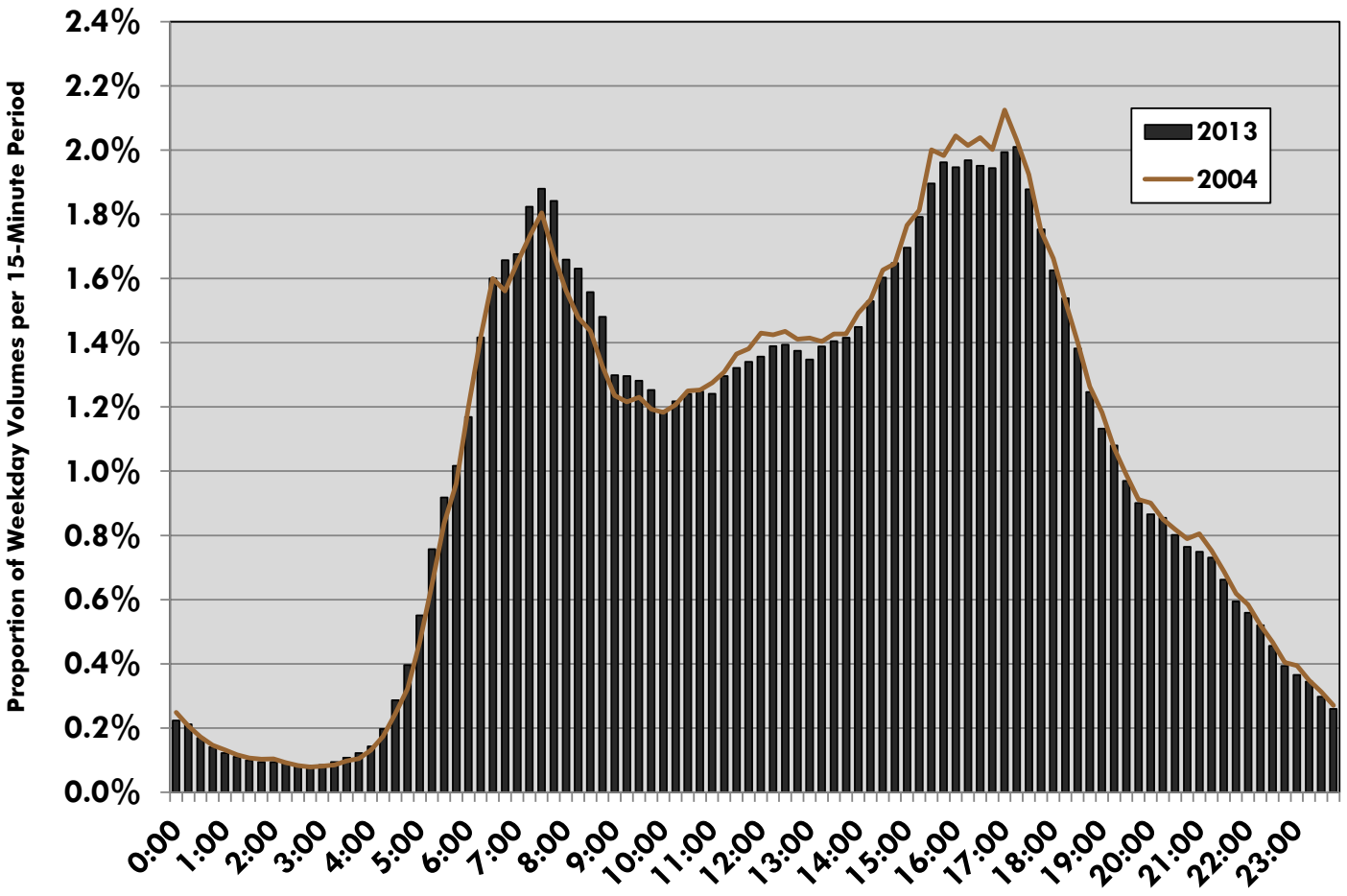
In the Identification of Congested Locations section of this report, the morning (AM) peak travel period is defined to occur between 5:00 - 9:00 am and the afternoon (PM) peak travel period is defined to occur between 3:00 - 7:00 pm. These larger time periods ensure that each individual roadway segment's peak travel times are reflected in the congestion analysis.

In 2013, the breakdown of traffic volumes in Hampton Roads by time of day is as follows:

- 22.6% during the AM Peak Period (5 - 9 am)
- 32.5% during the Midday Period (9 am - 3 pm)
- 28.6% during the PM Peak Period (3 - 7 pm)
- 16.3% during the Overnight Period (7 pm - 5 am)

By comparison, in 2004 the proportion of volumes in Hampton Roads during the AM Peak Period was lower (21.4%) and the proportion of volumes during the PM Peak Period was higher (29.4%) than in 2013.

Figure 4 – Weekday Traffic Volumes by Time of Day, 2004 and 2013



Source: HRTPO analysis of VDOT data. Figure only includes data collected by VDOT at continuous count stations in Hampton Roads.

Truck Travel

Freight movement is a critical component of the Hampton Roads economy, and trucks are the primary mode for moving freight to and from the Port of Virginia. They also supply goods used by each resident and business in the region.

In 2013, 16,900 trucks entered or exited Hampton Roads through major gateways each weekday (**Figure 5**). The number of trucks passing through Hampton Roads gateways increased in 2013 for the first time since the economic downturn started, but the number of trucks is still much lower than the levels seen before the economic downturn started. About 19,100 trucks passed through major regional gateways each weekday in 2005, and this number increased to a high of over 20,000 trucks in 2007.

The primary gateway for trucks entering or exiting Hampton Roads is I-64. An average of 6,100 trucks used I-64 to enter or exit the region each weekday in 2013, which accounted for 36% of the trucks passing through the region's major gateways. This is down, however, from 6,227 trucks in 2012. The next most used gateways are Route 58 and Route 460. An average of 3,606 trucks used the Route 58 gateway each weekday in 2013, and 2,020 trucks used the Route 460 gateway, up from 3,209 and 1,927 trucks respectively in 2012. Combined, I-64, Route 58, and Route 460 accounted for 69% of all trucks passing through Hampton Roads major gateways in 2013.

There was a total of 1.13 million miles of truck travel each day in Hampton Roads in 2012 according to VDOT estimates (**Figure 6**), which accounted for 2.9% of the nearly 40 million vehicle-miles of travel experienced each day throughout the region. Regional truck travel was 15% lower in 2012 than the level seen in 2005, and 21% below the high seen in 2007. This occurred in spite of the amount of freight handled by the Port of Virginia being similar in 2007 and 2012, port truck travel being a small portion of total truck travel.

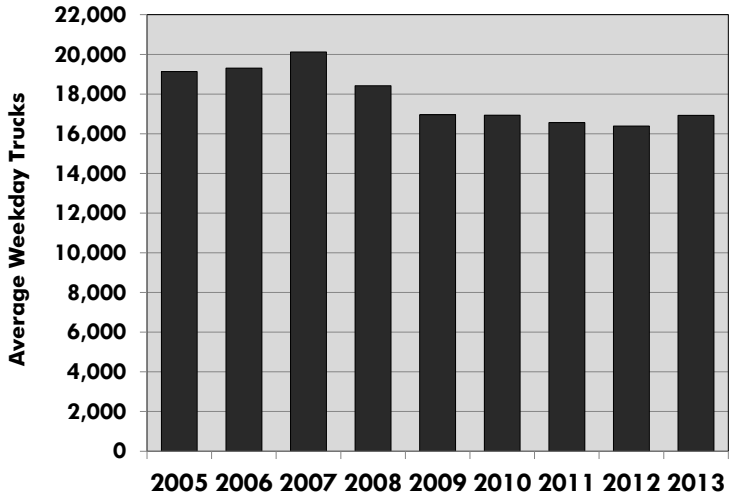


Figure 5 – Number of Trucks Passing through Hampton Roads Gateways Each Weekday, 2005-2013
Source: HRTPO analysis of VDOT and CBBT data.

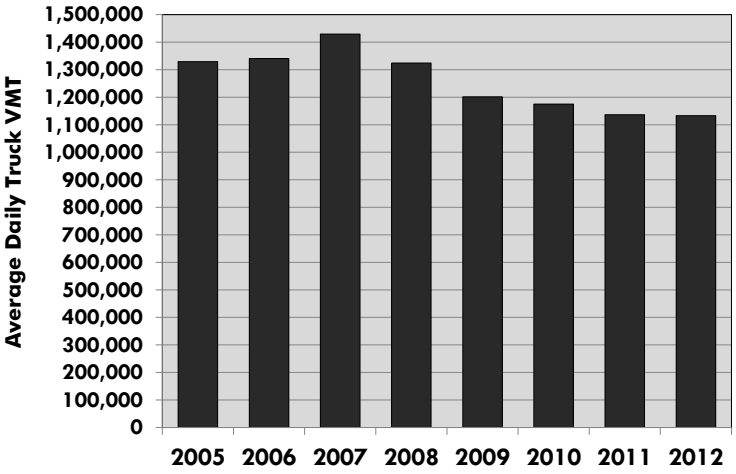


Figure 6 – Daily Truck Travel in Hampton Roads, 2005-2012
Source: HRTPO analysis of VDOT data.

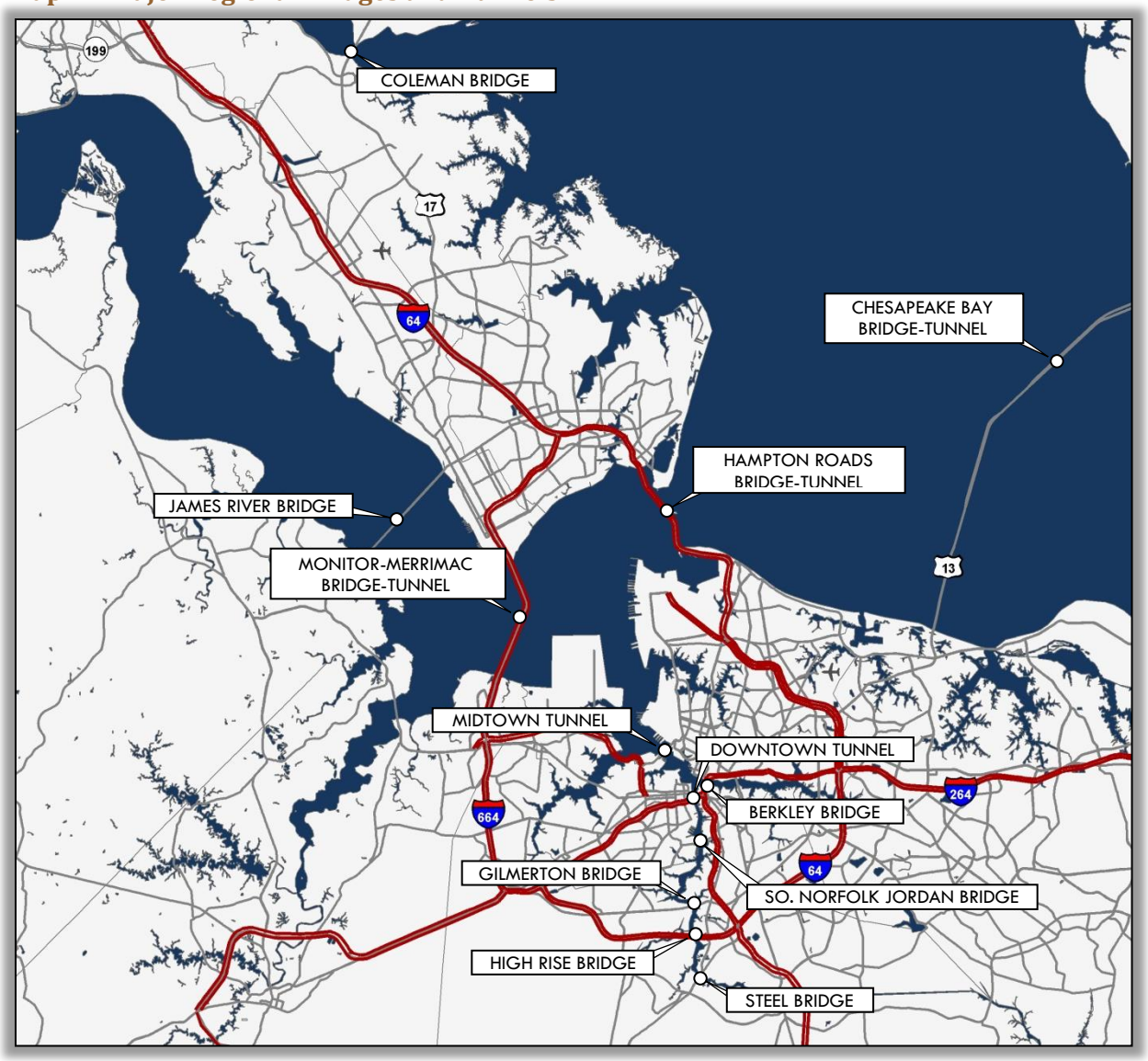
BRIDGES AND TUNNELS

Hampton Roads unique topography makes bridges and tunnels not only a prominent part of the regional landscape but also one of the most critical parts of the Hampton Roads transportation network. In fact, Hampton Roads has more area on bridges than all other metropolitan areas in Virginia and the 8th most among 36 metropolitan areas throughout the country with populations between one and three million people.

Because of the importance of bridges and tunnels to the region's transportation system, HRTPO produced an update to the Regional Bridge Study in 2012. This study looked at various aspects of bridges in Hampton Roads, including regional summaries, bridge inspections and ratings, structurally deficient and functionally obsolete bridges, fracture and scour critical bridges, sufficiency ratings, and bridge funding. A comparison between Hampton Roads and other metropolitan areas is also included. The Hampton Roads Regional Bridge Study – 2012 Update is available at http://hrtpo.org/uploads/t12_14.pdf.

This section provides additional information on the major bridges and tunnels in Hampton Roads. It describes the bridges and tunnels that cross the Hampton Roads Harbor, the Chesapeake Bay, the Southern Branch of the Elizabeth River, and the York River. A total of twelve major regional bridges/tunnels are analyzed in this section as shown on **Map 2**.

Map 2 – Major Regional Bridges and Tunnels



Hampton Roads Harbor Crossings

Hampton Roads Bridge-Tunnel

The Hampton Roads Bridge-Tunnel (HRBT/I-64) is one of the most congested facilities in the region. Opened to traffic in 1957, the Hampton Roads Bridge-Tunnel replaced ferries that carried travelers between Norfolk and Hampton. The eastbound bridges and tunnel were added in 1976, which widened the facility from 2 to 4 lanes.

VDOT

Monitor-Merrimac Memorial Bridge-Tunnel

The Monitor-Merrimac Memorial Bridge-Tunnel (MMMBT/I-664) is the newest tunnel facility in Hampton Roads. Connecting Newport News and Suffolk, the 4-lane facility opened to traffic in 1992.

VDOT

James River Bridge

The James River Bridge (US Routes 17/258) is the westernmost Hampton Roads harbor crossing in the region, connecting Newport News with Isle of Wight County. The first James River Bridge was the original Hampton Roads harbor crossing, opening to traffic in 1928. In 1982 the aging 2-lane facility was replaced with the current 4-lane structure. Tolls were collected on the James River Bridge from its opening in 1928 until 1976.

VDOT

Chesapeake Bay Crossing

Chesapeake Bay Bridge-Tunnel

The Chesapeake Bay Bridge-Tunnel (CBBT) connects Virginia Beach with the Eastern Shore of Virginia. The 18-mile facility was opened to traffic in 1964 and was designated as one of the Seven Engineering Wonders of the Modern World. In 1999, parallel spans were opened to traffic, widening the facility from 2 to 4 lanes outside of the two tunnels. Plans are in place to begin construction on a parallel tunnel at the Thimble Shoal Channel in 2016, with a parallel tunnel planned for the Chesapeake Channel in 2040.

CBBT

Elizabeth River Crossings

Midtown Tunnel

The Midtown Tunnel (US Route 58) is a 2-lane facility that crosses underneath the Elizabeth River between the Cities of Norfolk and Portsmouth. Opened to traffic in 1962, the Midtown Tunnel carries more vehicles than any other two-lane facility in the state of Virginia. A parallel tube is currently being constructed to widen the facility to four lanes, and toll collection (currently $1.00 per trip during peak periods and $0.75 during off peak periods for EZ-Pass users) resumed in February 2014.

HRTPO

Downtown Tunnel

The Downtown Tunnel (I-264) crosses underneath the Southern Branch of the Elizabeth River between the Cities of Norfolk and Portsmouth. The original facility opened to traffic in 1952 as the first tunnel facility in Hampton Roads. A second tunnel was added in 1987, which widened the facility from two to four lanes. The tunnel is currently being rehabilitated, and toll collection (currently $1.00 per trip during peak periods and $0.75 during off peak periods for EZ-Pass users) resumed in February 2014.

HRTPO

Berkley Bridge

The Berkley Bridge (I-264) is an 8-lane drawbridge that crosses the Eastern Branch of the Elizabeth River between Downtown Norfolk and South Norfolk near the Downtown Tunnel. Opened in 1952 with the Downtown Tunnel and widened in 1991, the Berkley Bridge opens at approximately 9 am, 11 am, 1 pm, and 2:30 pm on weekdays for marine traffic and on demand outside of restricted hours.

HRTPO

South Norfolk Jordan Bridge

The South Norfolk Jordan Bridge is a tolled 2-lane fixed crossing of the Southern Branch of the Elizabeth River between Chesapeake and Portsmouth. The privately-owned South Norfolk Jordan Bridge opened in 2012, replacing the original Jordan Bridge that was opened in 1928 and closed in 2008.

City of Chesapeake

Gilmerton Bridge

The Gilmerton Bridge (Military Highway/US Route 13) is a 4-lane facility that spans the Southern Branch of the Elizabeth River in the City of Chesapeake. The Gilmerton Bridge was rebuilt and opened to traffic in 2013, replacing the original drawbridge that was opened in 1938.

VDOT

High Rise Bridge

The High Rise Bridge (I-64) is a four-lane span over the Southern Branch of the Elizabeth River in the City of Chesapeake that opened in 1972. Although the High Rise Bridge provides 65 feet of vertical clearance, the bridge can open for larger ships as necessary. It, along with the Berkley Bridge, is among only eight drawbridges on the Interstate system in the United States.

VDOT

Steel Bridge

The Steel Bridge (Dominion Boulevard/US Route 17) is a two-lane drawbridge that spans the Southern Branch of the Elizabeth River in the City of Chesapeake. Constructed in 1962, the Steel Bridge carries the second-highest number of vehicles of any 2-lane facility in Hampton Roads. The bridge is currently being replaced by the city with a tolled four-lane fixed span that is expected to fully open to traffic in 2017.

City of Chesapeake

York River Crossing

Coleman Bridge

The Coleman Bridge (Route 17) connects the Peninsula in York County with the Middle Peninsula in Gloucester County. The original 2-lane span, which was opened to traffic in 1952, was replaced with a 4-lane facility in 1996. Tolls were implemented for northbound traffic after it was widened, and are currently $2 for two-axle vehicles or $0.85 with an EZ-Pass transponder.

HRTPO

Bridge/Tunnel Traffic Volumes

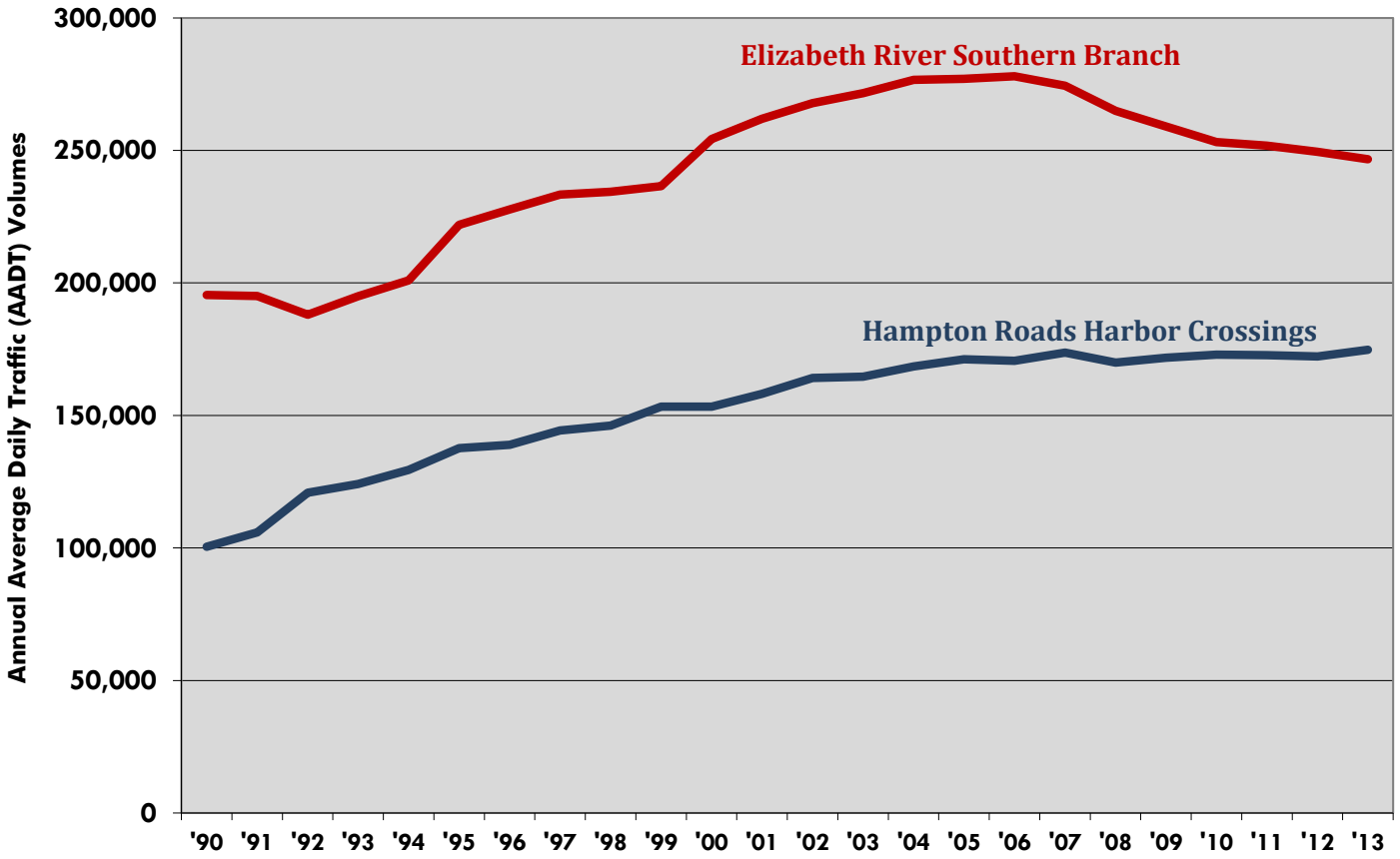
As mentioned previously in this report, growth in regional roadway travel levels has largely been flat since 2003. A similar trend has occurred at the region's major water crossings. **Figure 7** shows the Annual Average Daily Traffic (AADT) volumes at Hampton Roads Harbor and Elizabeth River Southern Branch crossings for the years 1990-2013.

Nearly 175,000 vehicles crossed the Hampton Roads Harbor each day in 2013 at one of the three crossings (the Hampton Roads Bridge-Tunnel, Monitor-Merrimac Memorial Bridge-Tunnel, and James River Bridge). The number of vehicles crossing the Hampton Roads Harbor has increased 74% since 1990, when 100,000 vehicles crossed the harbor each day. However, most of this growth occurred in the 1990s and early 2000s. Since 2005, volumes crossing the Hampton Roads Harbor have only increased 2%.

Most of the growth in Hampton Roads Harbor crossings is largely due to the Monitor-Merrimac Memorial Bridge-Tunnel, which has experienced the most growth of any of the major bridges and tunnels. Since its opening in 1992, daily traffic volumes at the Monitor-Merrimac have grown by 147%, or an average annual growth rate of 4.4%.

On the Southside of Hampton Roads, nearly 250,000 vehicles crossed the Southern Branch of the Elizabeth River each day in 2013 on one of the river crossings between the Midtown Tunnel and the Steel Bridge. The number of vehicles crossing the Southern Branch of the Elizabeth River increased 42% from 1990 to its peak in 2006. However, between 2006 and 2013 traffic volumes crossing the Southern Branch of the Elizabeth River decreased 11%.

Figure 7 – Annual Average Daily Traffic Volumes Crossing the Hampton Roads Harbor and Elizabeth River Southern Branch, 1990 - 2013


Annual Average Daily Traffic (AADT) Volumes
300,000
250,000
200,000
150,000
100,000
50,000
0
Elizabeth River Southern Branch
Hampton Roads Harbor Crossings
'90 '91 '92 '93 '94 '95 '96 '97 '98 '99 '00 '01 '02 '03 '04 '05 '06 '07 '08 '09 '10 '11 '12 '13

Data Sources: VDOT, SNJB. The Hampton Roads Harbor crossings are comprised of the Hampton Roads Bridge-Tunnel, Monitor-Merrimac Memorial Bridge-Tunnel, and the James River Bridge. The Elizabeth River Southern Branch crossings are comprised of the Midtown Tunnel, Downtown Tunnel, South Norfolk Jordan Bridge, Gilmerton Bridge, High Rise Bridge, and Steel Bridge.

Although beyond the time period of Figure 7, the number of crossings of the Elizabeth River has been impacted by the tolls that were imposed on the Midtown and Downtown Tunnels on February 1, 2014. For March through June of 2014, total volumes at the Downtown Tunnel were down 27% from the comparable 2013 volumes, and volumes at the Midtown Tunnel were down 10%. HRTPO staff has been monitoring the impacts of these tolls on the regional transportation network, and will release the *Analyzing and Mitigating the Impact of Tolls at the Midtown and Downtown Tunnels* report in late 2014. This report will examine the impacts that tolls have had on traffic volumes, speeds, congestion levels, transit ridership, and truck travel patterns.

In spite of the decrease in volumes at some of the region's water crossings, congestion and queues continue to be prevalent, particularly at the Hampton Roads Bridge-Tunnel. A wide range of information regarding the congestion at the bridges and tunnels is included in the Identification of Congested Locations section of this report.

Toll Gantries at the Downtown Tunnel

ROADWAY IMPROVEMENTS

A number of important roadway projects have been completed throughout Hampton Roads in recent years, and with funding levels increasing, many projects are slated to begin construction throughout the region in the next few years. This section details those major roadway projects completed in recent years as well as projects planned and programmed in the future.

Recently Completed Roadway Projects

A total of 24 major roadway projects were completed in Hampton Roads between the beginning of 2008 and July 2014 (**Table 1**). These projects include widening I-64 in Chesapeake, constructing a new interchange at I-264 and London Bridge Road, replacing the Gilmerton and South Norfolk Jordan Bridges, and widening many roadways including sections of Fort Eustis Boulevard, Jefferson Avenue, Lynnhaven Parkway, Princess Anne Road, Warwick Boulevard, and Witchduck Road. These 24 roadway projects added nearly 48 lane-miles[4] to the regional roadway network.

In addition to these 24 projects, many smaller projects have been completed throughout the region during this time. This includes projects such as intersection improvements (adding or extending turn bays and adding traffic signals), installing medians, improving signage, and implementing Intelligent Transportation System (ITS) technologies such as coordinating traffic signals and travel time signage.

Table 1 – Major Roadway Projects Completed in Hampton Roads, 2008 – July 2014

JURIS-DICTION	FACILITY	LOCATION	IMPROVEMENT TYPE	PROJECT COMPLETION DATE
VB	BIRDNECK ROAD	GENERAL BOOTH BLVD TO NORFOLK AVE	WIDEN TO 4 LANES	2010
VB	BUCKNER BOULEVARD	ROSEMONT RD TO HOLLAND RD	NEW 2 LANE FACILITY	2010
HAM	COMMANDER SHEPARD BOULEVARD	BIG BETHEL RD TO NORTH CAMPUS PKWY	NEW 4 LANE FACILITY	2014
HAM	COMMANDER SHEPARD BOULEVARD	NORTH CAMPUS PKWY TO MAGRUDER BLVD	NEW 4 LANE FACILITY	2010
VB	CONSTITUTION DRIVE	BONNEY RD TO COLUMBUS ST	NEW 4 LANE FACILITY	2010
YC	FORT EUSTIS BOULEVARD	JEFFERSON AVE TO ROUTE 17	WIDEN TO 4 LANES	2012
CHES	GEORGE WASHINGTON HIGHWAY	MILL CREEK PKWY TO WILLOWWOOD DR	WIDEN TO 4 LANES	2012
CHES	GREENBRIER PARKWAY	VOLVO PKWY TO EDEN WAY	WIDEN TO 6 LANES	2009
CHES	I-64	GREENBRIER PKWY TO I-464	WIDEN TO 8 LANES	2009
NOR	I-64	NORVIEW AVE	RAMP IMPROVEMENT	2013
VB	I-264	LONDON BRIDGE RD	NEW INTERCHANGE	2012
JCC/WMB	IRONBOUND ROAD	STRAWBERRY PLAINS RD TO DEPUE DR	WIDEN TO 4 LANES	2013
NN	JEFFERSON AVENUE	BUCHANAN DR TO GREEN GROVE LN	WIDEN TO 6 LANES	2010
VB	LYNNHAVEN PARKWAY	HOLLAND RD TO SOUTH LYNNHAVEN RD	WIDEN TO 6 LANES	2010
CHES	MILITARY HIGHWAY	GILMERTON BRIDGE	REPLACE BRIDGE	2013
VB	NIMMO PARKWAY	PRINCESS ANNE RD TO HOLLAND RD	NEW 4 LANE FACILITY	2012
VB	PRINCESS ANNE ROAD	DAM NECK RD TO NIMMO PKWY	WIDEN TO 4 LANES	2014
VB	PRINCESS ANNE ROAD	WITCHDUCK RD	INTERSECTION RELOCATION	2012
JCC	ROUTE 5	DRESSER BRIDGE OVER CHICKAHOMINY RIVER	BRIDGE REPLACEMENT	2009
CHES/PORT	SOUTH NORFOLK JORDAN BRIDGE	BETWEEN PORTSMOUTH AND CHESAPEAKE	BRIDGE REPLACEMENT	2012
NOR	VIRGINIA BEACH BOULEVARD	JETT ST TO MILITARY HWY	WIDEN TO 6 LANES	2010
NN	WARWICK BOULEVARD	J CLYDE MORRIS BLVD TO NETTLES DR	WIDEN TO 6 LANES	2010
NOR/VB	WESLEYAN DRIVE	NORTHAMPTON BLVD TO BAKER RD	WIDEN TO 4 LANES	2013
VB	WITCHDUCK ROAD	PRINCESS ANNE RD TO I-264	WIDEN TO 6 LANES	2012

Data obtained from various sources.

[4] A lane-mile is defined as the length of a roadway segment multiplied by the number of lanes. A one-mile long, four-lane wide roadway segment would comprise four lane-miles.

Future Roadway Projects

Planned and programmed roadway improvement projects for Hampton Roads are included in three documents: the Long-Range Transportation Plan (LRTP), the Six-Year Improvement Program (SYIP), and the Transportation Improvement Program (TIP). Each of these three documents is detailed in this section.

Long-Range Transportation Plan

In accordance with federal regulations, the HRTPO produces a financially constrained regional Long-Range Transportation Plan (LRTP) every four years that addresses a planning horizon of 20+ years. The purpose of these plans – the current Hampton Roads LRTP[5] is for the 2034 time horizon – is to guide transportation investments to projects designed to meet the transportation goals of the HRTPO – economic vitality, safety, mobility, and environmental protection.

The HRTPO's LRTP serves as the blueprint for the region's transportation development and identifies all planned regionally significant transportation projects in the Hampton Roads metropolitan area. Federal regulations require LRTPs be fiscally constrained – meaning that all projects in the plan must have realistic assumptions about future revenues for funding and construction during the time horizon. The LRTP is a comprehensive document that covers several modes of transportation, including motorized vehicles, public transportation, bicycling, and walking.

The HRTPO Board, as the designated policy committee, has the primary responsibility for development of the Regional LRTP. Voting members of the HRTPO Board include locally elected officials, members of the Virginia Senate and House of Delegates, VDOT, transit agencies, the Virginia Department of Rail and Public Transportation, and the Virginia Port Authority. In addition, other state and federal transportation authorities are kept

informed of the HRTPO's activities and are available as advisors.

Development of the plan also includes participation of the Transportation Technical Advisory Committee (TTAC) – which produces a recommended plan for the HRTPO Board's approval – and the public. TTAC members include transportation engineers and planners from each city and county, VDOT, local public transit officials, the military, the freight community, and others.

As new long-range plans are being developed, candidate long-range plan projects are submitted to the HRTPO by local jurisdictions, VDOT, and the public. HRTPO staff performs a rigorous multidisciplinary analysis for each candidate project based on the best available data and technical processes. A total of 150 candidate transportation projects were identified as needs for the 2034 plan, with estimated costs totaling over $30 billion.

Given the discrepancy between the region's transportation needs and the anticipated funding that was available (approximately $7.7 billion between 2012 and 2034), the 2034 candidate project list needed to be prioritized. The HRTPO assisted decision makers in selecting projects to be included in the LRTP by creating the Project Prioritization Tool. The Project Prioritization Tool scores candidate transportation projects by evaluating three components: Project Utility, Project Viability, and Economic Vitality. Data and inputs for the Project Prioritization Tool are collected from localities, the CMP, and other HRTPO studies and resources.

[5] *Hampton Roads 2034 Long-Range Transportation Plan*, HRTPO, January 2012.

Work is currently underway on the 2040 Hampton Roads Long-Range Transportation Plan, with an expected completion date of January 2016.

Six-Year Improvement Program

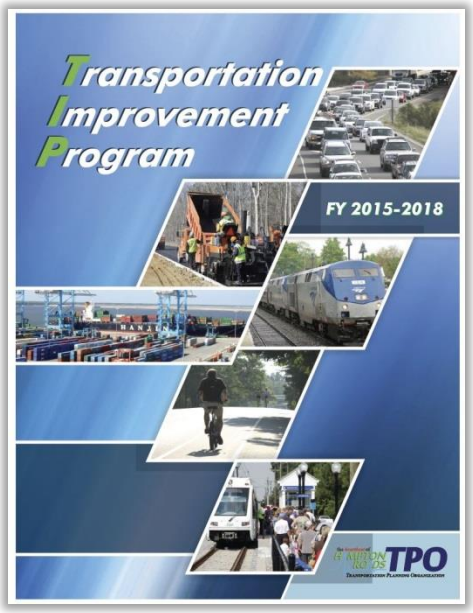
The Six-Year Improvement Program (SYIP) is a statewide document through which the Commonwealth Transportation Board (CTB) allocates funds for the construction, development or study of transportation projects. The projects included in the SYIP not only encompass major projects such as new roadway construction and widening existing facilities but also include smaller projects such as adding or extending turn bays at intersections, adding traffic signals, installing bike paths, and improving signage.

Per its name, the Six-Year Improvement Program includes information on funding for each project over the course of the upcoming six fiscal years. The SYIP also includes timelines for the expected initiation of preliminary engineering design, right-of-way acquisition, and construction phases of each project.

The SYIP is developed annually by VDOT and the CTB. The Commonwealth Transportation Board typically approves an updated SYIP each June, and the current SYIP[6] was approved by the CTB in June 2014.

Transportation Improvement Program

The Hampton Roads Transportation Improvement Program (TIP) is a multi-year program for the implementation of surface transportation projects in Hampton Roads. The TIP is a federally-mandated document that contains all federally-funded and/or regionally significant projects that require Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) approval. The TIP must be consistent with the current long-range transportation plan and identifies the near-term programming of Federal, state, and local transportation funds.



As the federally designated MPO, the HRTPO is required to coordinate the transportation planning activities for the Hampton Roads Metropolitan Planning Area. This includes the planning and programming of Federal funds through the TIP. Before any federally-funded and/or regionally significant surface transportation project can be built, it must be included in the current TIP that has been approved by the HRTPO.

The TIP is developed by the HRTPO in cooperation with the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), Hampton Roads Transit (HRT), and the Williamsburg Area Transit Authority (WATA). The current TIP[7] (FY 2015-2018) was developed in adherence to all applicable Federal regulations associated with the current Moving Ahead for Progress in the 21st Century Act (MAP-21) Federal surface transportation legislation. The HRTPO-approved TIP is incorporated into the Statewide Transportation Improvement Program (STIP), which is submitted to the FHWA and FTA for approval.

The Hampton Roads TIP covers a four-year time period and is updated and amended on a recurring basis. Not only are roadway projects included in the TIP but transit, bicycle and pedestrian, and freight-

[6] *FY 2015-2020 Six-Year Improvement Program*, Commonwealth Transportation Board, June 2014.

[7] *Hampton Roads Transportation Improvement Program FY 2015-2018*, HRTPO, July 2014.

related projects are included as well. Most of the projects included in the TIP are included in the SYIP and vice versa.

Like the LRTP, the TIP must be financially constrained – meaning that programmed funding levels cannot exceed the amount of funding reasonably expected to be available. Once the TIP is approved by the HRTPO Board, the approved TIP may be revised in order to add new projects, remove projects, and update information associated with projects. In order to add projects to the TIP, sufficient revenues must be available, other projects must be deferred, or new revenues must be identified. Consequently, the TIP is a list of projects with funding commitments during its timeframe.

Middle Ground Boulevard Project

Maps 3 and 4 on pages 19-20 as well as **Tables 2 - 4** on pages 21-23 show the projects throughout Hampton Roads included in the FY 2015-2020 Six-Year Improvement Program, FY 2015-2018 Transportation Improvement Program, and the 2034 Hampton Roads Long-Range Transportation Plan.

Refer to Tables 2-4 on pages 21-23 for a description of each project by map number.

MAP 3

Planned and Programmed Roadway Projects

Hampton Roads Peninsula

LEGEND

- Programmed Intersection or Interchange Improvements included in the SYIP/TIP
- Programmed Roadway Improvements included in the SYIP/TIP
- Additional Planned Roadway Improvements included in the 2034 LRTP

Sources: VDOT FY15-20 Six-Year Improvement Program (SYIP). Hampton Roads FY15-18 Transportation Improvement Program (TIP). Hampton Roads 2034 Long-Range Transportation Plan (LRTP).

Shown programmed SYIP/TIP and Planned LRTP roadway improvements do not include those projects that do not include additional capacity, such as bridge replacements. Planned LRTP projects also do not include projects included for study only.

Projects shown as being included in the SYIP/TIP are fully or close to fully funded and are expected to begin construction by 2020.

JAMES CITY
GLOUCESTER
CAMP PEARY
NAVAL SUPPLY CENTER CHEATHAM ANNEX
WILLIAMSBURG
NAVAL WEAPONS STATION YORKTOWN
YORK RIVER
COAST GUARD TRAINING CENTER
YORK
FORT EUSTIS
POQUOSON
NASA LANGLEY
LANGLEY AFB
NEWPORT NEWS
HAMPTON
JAMES RIVER
CHESAPEAKE BAY
NAS NORFOLK
SURRY

0 1 2 4 6 Miles

v

MAP 4

Planned and Programmed Roadway Projects

Hampton Roads Southside

LEGEND

- Programmed Intersection or Interchange Improvements included in the SYIP/TIP
- Programmed Roadway Improvements included in the SYIP/TIP
- Additional Planned Roadway Improvements included in the 2034 LRTP

Sources: VDOT FY15-20 Six-Year Improvement Program (SYIP). Hampton Roads FY15-18 Transportation Improvement Program (TIP). Hampton Roads 2034 Long-Range Transportation Plan (LRTP).

Shown programmed SYIP/TIP and Planned LRTP roadway improvements do not include those projects that do not include additional capacity, such as bridge replacements. Planned LRTP projects also do not include projects included for study only.

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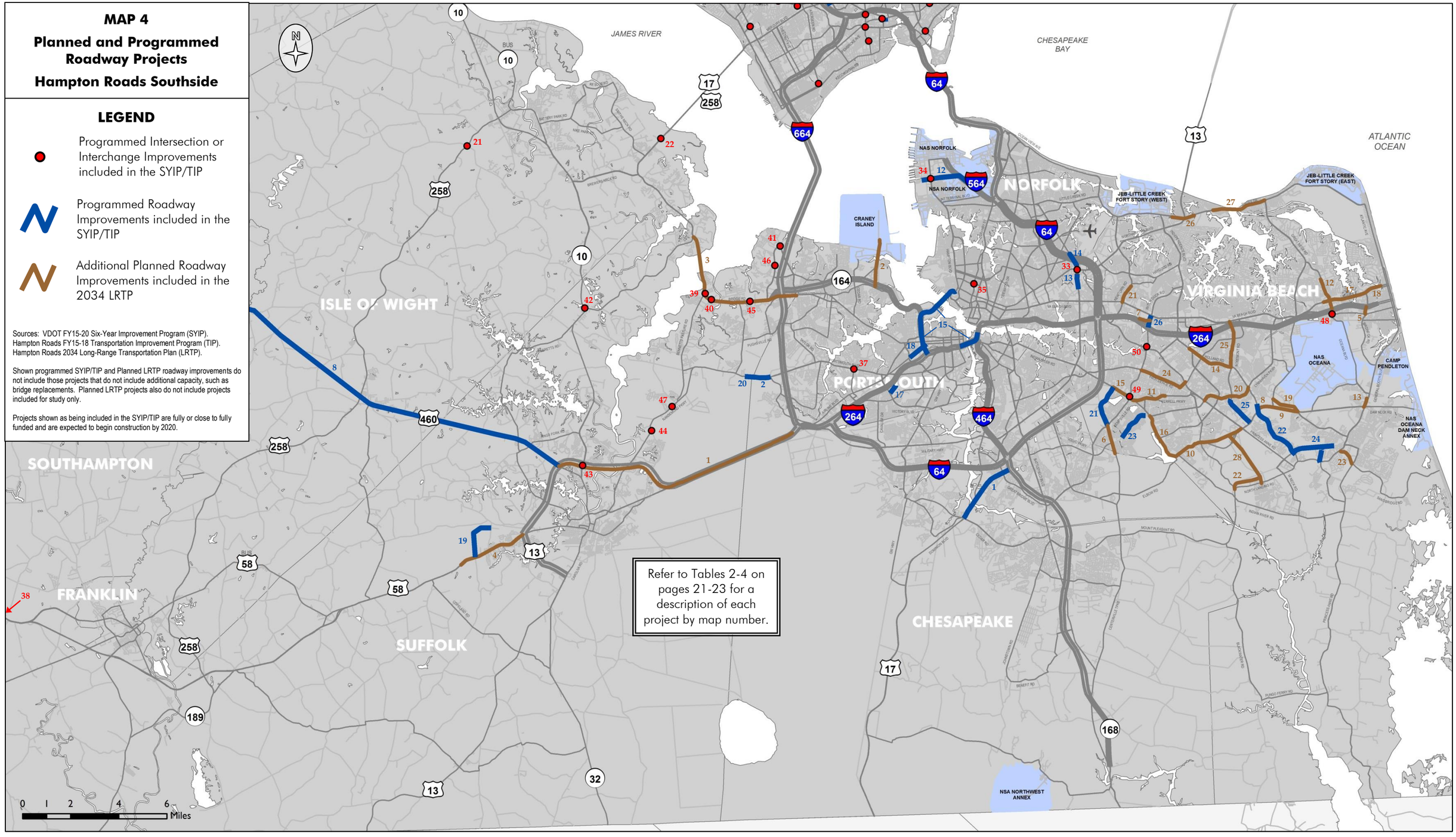


Table 2 – Roadway Widening Projects Included in the Six-Year Improvement Program/Transportation Improvement Program

MAP #	UPC	JURISDICTION	FACILITY	PROJECT TYPE	PROJECTED CONSTRUCTION BEGIN	PROJECTED COST ($000s)
1	56187	CHESAPEAKE	DOMINION BLVD - CEDAR RD TO CHESAPEAKE EXPRESSWAY	WIDEN TO 4 LANES	UNDERWAY	$411,572
2	18591	CHESAPEAKE	PORTSMOUTH BLVD - SUFFOLK CL TO JOLIFF RD	WIDEN TO 4 LANES	2016	$21,580
3	105779	HAMPTON	COMMERCE DR AND CONVENTION DR	ROADWAY EXTENSION & PED IMPROVEMENTS	2016	$1,200
4	104367	HAMPTON	FRANKLIN ST - LINCOLN ST TO PEMBROKE AVE	NEW 2 LANE FACILITY	2014	$525
5	57047	HAMPTON	SAUNDERS RD - NEWPORT NEWS CL TO BIG BETHEL RD	WIDEN TO 4 LANES	2014	$15,462
6	97715	HAMPTON	WYTHE CREEK RD - COMMANDER SHEPARD BLVD TO POQUOSON CL	WIDEN TO 4 LANES	2018	$23,400
7	100200	JAMES CITY	SKIFFES CREEK CONNECTOR - ROUTE 60 TO ROUTE 143	NEW 4 LANE FACILITY	2017	$35,000
8	103803	MULTIPLE	ROUTE 460 - PETERSBURG TO HAMPTON ROADS	TO BE DETERMINED	TBD	TBD
9	4483	NEWPORT NEWS	ATKINSON BLVD - WARWICK BLVD TO JEFFERSON AVE	NEW 4 LANE FACILITY	2015	$52,754
10	104905	NEWPORT NEWS	I-64 - YORKTOWN RD (EXIT 247) TO JEFFERSON AVE (EXIT 255)	WIDEN TO 6 LANES	2017	$144,000
11	11816	NEWPORT NEWS	MIDDLE GROUND BLVD - JEFFERSON AVE TO WARWICK BLVD	NEW 4 LANE FACILITY	UNDERWAY	$69,988
12	18968	NORFOLK	INTERMODAL CONNECTOR	NEW 4 LANE FACILITY	2015	$189,138
13	9783	NORFOLK	MILITARY HWY - LOWERY RD TO NORTHAMPTON BLVD	WIDEN TO 8 LANES	2015	$26,991
14	84243	NORFOLK	MILITARY HWY - NORTHAMPTON BLVD TO ROBIN HOOD RD	WIDEN TO 6 LANES	2015	$21,888
15	Multi	NORFOLK/PORT.	MIDTOWN TUNNEL/MLK EXTENSION	WIDENING AND NEW FACILITY	UNDERWAY	$2,100,000
16	13427	POQUOSON	WYTHE CREEK RD - HAMPTON CL TO ALPHUS ST	WIDEN TO 4 LANES	2018	$19,215
17	104390	PORTSMOUTH	ELLIOTT AVE - FREEDOM AVE TO MCLEAN ST	NEW 2 LANE FACILITY	2014	$1,500
18	65655	PORTSMOUTH	TURNPIKE ROAD - FREDERICK BLVD TO CONSTITUTION AVE	WIDEN TO 4 LANES	UNDERWAY	$22,453
19	104359	SUFFOLK	KENYON RD CONNECTOR - KENYON CT TO ROUTE 58	NEW 2 LANE FACILITY	2014	$7,710
20	61407	SUFFOLK	NANSEMOND PKWY - SHOULDERS HILL RD TO CHESAPEAKE CL	WIDEN TO 4 LANES	2016	$11,167
21	103005	VIRGINIA BEACH	CENTERVILLE TPKE - KEMPSVILLE RD TO INDIAN RIVER RD	WIDEN TO 6 LANES	2016	$31,000
22	15827	VIRGINIA BEACH	HOLLAND RD - DAM NECK RD TO NIMMO PKWY	WIDEN TO 4 LANES	UNDERWAY	$51,535
23	14603	VIRGINIA BEACH	LYNNHAVEN PKWY - CENTERVILLE TPKE TO INDIAN RIVER RD	NEW 4 LANE FACILITY	UNDERWAY	$34,314
24	52058	VIRGINIA BEACH	NIMMO PKWY - HOLLAND RD TO GENERAL BOOTH BLVD	NEW 4 LANE FACILITY	UNDERWAY	$58,474
25	105623	VIRGINIA BEACH	ROSEMONT RD - DAM NECK RD TO LYNNHAVEN PKWY	WIDEN TO 4 LANES	2017	$7,711
26	55202	VIRGINIA BEACH	WITCHDUCK RD - I-264 TO VA BEACH BLVD	WIDEN TO 6 LANES	2015	$55,180
27	60843	YORK	ROUTE 17 - HAMPTON HWY TO WOLF TRAP RD	WIDEN TO 6 LANES	UNDERWAY	$57,674

Projects in this table are fully or close to fully funded and are expected to begin construction by 2020.

UPCs are unique Universal Project Codes assigned to each project by VDOT.

Sources: FY 2015-2020 Six-Year Improvement Program, FY 2015-2018 Transportation Improvement Program.

Table 3 – Intersection/Interchange Improvements included in the Six-Year Improvement Program or the Transportation Improvement Program

MAP #	UPC	JURISDICTION	PROJECT	PROJECTED CONSTRUCTION BEGIN	PROJECTED COST ($000s)
1	7909	GLOUCESTER	GEOMETRIC IMPROVEMENTS - BURLEIGH RD EAST OF ROUTE 616	2014	$2,016
2	104686	GLOUCESTER	INSTALL SIGNAL - ROUTE 17 AT TC WALKER RD	2014	$375
3	104163	GLOUCESTER	INTERSECTION IMPROVEMENTS - ROUTE 17 AT TC WALKER RD	UNDERWAY	$2,297
4	98806	GLOUCESTER	SIGNAL COORDINATION - ROUTE 17 FROM COLEMAN BRIDGE TO BUS ROUTE 17	2016	$2,068
5	86489	HAMPTON	ADD LEFT TURN LANE - ANDREWS BLVD AT WOODLAND RD	UNDERWAY	$884
6	86488	HAMPTON	ADD LEFT TURN LANE - FOX HILL RD AT CLEMWOOD PKWY	UNDERWAY	$770
7	86490	HAMPTON	ADD LEFT TURN LANE - LASALLE AVE AT QUEEN ST	2014	$533
8	86480	HAMPTON	ADD LEFT TURN LANE - PEMBROKE AVE AT GRIMES RD	UNDERWAY	$875
9	86678	HAMPTON	ADD RIGHT TURN ACCELERATION LANE - MAGRUDER BLVD AT BUTLER FARM RD	UNDERWAY	$125
10	81441	HAMPTON	ADD TURN LANE - PEMBROKE AVE AT ARMISTEAD AVE	UNDERWAY	$685
11	83454	HAMPTON	ADD TURN LANES - TODDS LN AT BIG BETHEL RD	2015	$4,963
12	89904	HAMPTON	EXTEND LEFT TURN LANE - MAGRUDER BLVD AT SEMPLE FARM RD	2014	$165
13	104363	HAMPTON	RECONSTRUCT OFF RAMP - I-64/LASALLE AVENUE	2015	$540
14	93626	HAMPTON	SIGNAL IMPROVEMENT - BIG BETHEL RD AT BURTON ST	UNDERWAY	$286
15	105780	HAMPTON	SIGNAL IMPROVEMENT - BIG BETHEL RD FROM NORTH PARK LN TO COMMANDER SHEPPARD	2015	$250
16	93614	HAMPTON	SIGNAL IMPROVEMENT - LASALLE AVE AT TIDEMILL LANE	UNDERWAY	$244
17	89903	HAMPTON	SIGNAL IMPROVEMENT - LASALLE AVE AT VICTORIA BLVD	UNDERWAY	$268
18	89902	HAMPTON	SIGNAL IMPROVEMENT - MERCURY BLVD AT MALLORY ST	UNDERWAY	$225
19	93601	HAMPTON	SIGNAL IMPROVEMENT - TODDS LN AT FARMINGTON BLVD/ORCUTT AVE	UNDERWAY	$278
20	89899	HAMPTON	SIGNAL IMPROVEMENT - TODDS LN AT WINCHESTER DR	UNDERWAY	$208
21	58297	ISLE OF WIGHT	ADD TURN LANES - ROUTE 258 AT SCOTTS FACTORY RD	2015	$3,346
22	98095	ISLE OF WIGHT	EXTEND LEFT TURN LANE - ROUTE 17 AT KINGS COVE WAY	2016	$313
23	104360	JAMES CITY	ACCESS MANAGEMENT IMPROVEMENTS - LONGHILL RD NEAR OLDE TOWNE RD	2015	$60
24	102944	JAMES CITY	ADD TURN LANES - CENTERVILLE RD AT NEWS RD	2017	$1,514
25	82961	JAMES CITY	ADD TURN LANES - NEWS RD AT MONTICELLO AVE AND IRONBOUND RD	UNDERWAY	$3,473
26	102947	JAMES CITY	INTERSECTION IMPROVEMENTS - RICHMOND RD AT ROUTE 199 WEST RAMP	2017	$1,477
27	102948	JAMES CITY	INTERSECTION IMPROVEMENTS - ROUTE 199 AT BROOKWOOD DR	2017	$275
28	103027	NEWPORT NEWS	INTERSECTION IMPROVEMENTS - 27TH ST AT BUXTON AVE	2014	$936
29	103002	NEWPORT NEWS	INTERSECTION IMPROVEMENTS - WARWICK BLVD AT BLAND BLVD	2014	$2,615
30	104377	NEWPORT NEWS	SIGNAL IMPROVEMENT - JEFFERSON AVE AT CENTER AVE	2014	$295
31	105626	NEWPORT NEWS	SIGNAL IMPROVEMENT - WARWICK BLVD AT INDUSTRIAL PARK DR	2016	$300
32	100542	NEWPORT NEWS	SIGNAL IMPROVEMENT - WARWICK BLVD AT TABBS LANE AND BEECHMONT DR	2015	$1,385
33	1765	NORFOLK	INTERSECTION IMPROVEMENTS - MILITARY HWY AT NORTHAMPTON BLVD	2015	$65,200
34	14672	NORFOLK	NEW RAILROAD OVERPASS OF HAMPTON BLVD INTO NORFOLK INTERNATIONAL TERMINALS	UNDERWAY	$88,718
35	104379	NORFOLK	SIGNAL IMPROVEMENT - 21ST ST AT LLEWELLYN AVE	UNDERWAY	$400
36	102999	POQUOSON	SIGNAL COORDINATION - WYTHE CREEK RD CORRIDOR	2017	$260
37	100602	PORTSMOUTH	INTERSECTION IMPROVEMENTS - PORTSMOUTH BLVD AT ELMHURST LN	2017	$500
38	17728	SOUTHAMPTON	CONSTRUCT INTERCHANGE - ROUTE 58 AT BUS RTE 58/ROUTE 742 EAST OF COURTLAND	2014	$31,460
39	100604	SUFFOLK	INTERSECTION IMPROVEMENTS - BRIDGE RD AT BENNETTS PASTURE RD	2014	$894
40	100605	SUFFOLK	INTERSECTION IMPROVEMENTS - BRIDGE RD AT LEE FARM LN	2014	$750
41	104361	SUFFOLK	INTERSECTION IMPROVEMENTS - COLLEGE DR AT HARBOUR VIEW BLVD	2015	$2,000
42	104332	SUFFOLK	INTERSECTION IMPROVEMENTS - GODWIN BLVD AT KINGS HWY	2015	$1,500
43	102998	SUFFOLK	INTERSECTION IMPROVEMENTS - GODWIN BLVD AT SUFFOLK BYPASS RAMP	2018	$1,000
44	102995	SUFFOLK	INTERSECTION IMPROVEMENTS - NANSEMOND PKWY AT WILROY RD	2019	$1,600
45	102991	SUFFOLK	SIGNAL COORDINATION - BRIDGE RD CORRIDOR	2017	$1,257
46	100603	SUFFOLK	SIGNAL COORDINATION - HARBOUR VIEW AREA	2014	$3,500
47	102990	SUFFOLK	SIGNAL COORDINATION - WILROY, NANSEMOND, AND SHOULDERS HILL CORRIDORS	2018	$2,748
48	105622	VIRGINIA BEACH	INTERSECTION IMPROVEMENTS - FIRST COLONIAL RD AT VA BEACH BLVD	2016	$27,602
49	84366	VIRGINIA BEACH	INTERSECTION IMPROVEMENTS - INDIAN RIVER RD AT KEMPSVILLE RD	2015	$13,781
50	51866	VIRGINIA BEACH	INTERSECTION IMPROVEMENTS - PRINCESS ANNE RD AT KEMPSVILLE RD	UNDERWAY	$83,602
51	95423	YORK	ADD TURN LANES - ROCHAMBEAU DR AT AIRPORT RD	2015	$503
52	104337	YORK	INSTALL ROUNDABOUT - ROUTE 143 AT I-64 RAMP	2016	$2,220

Projects in this table are fully or close to fully funded and are expected to begin construction by 2020. UPCs are unique Universal Project Codes assigned to each project by VDOT. Sources: FY 2015-2020 Six-Year Improvement Program, FY 2015-2018 Transportation Improvement Program.

Table 4 – Additional Roadway Widening Projects Included in the 2034 Long-Range Transportation Plan

MAP #	UPC	JURISDICTION	FACILITY	PROJECT TYPE	PROJECTED COST ($ millions)
1		CHESAPEAKE/SUFFOLK	ROUTE 58 - ROUTE 460 TO BOWERS HILL	UPGRADE TO INTERSTATE STANDARDS/ INTERCHANGE IMPROVEMENTS	$150.0
2		PORTSMOUTH	CRANEY ISLAND ACCESS RD	NEW 2 LANE FACILITY	$436.0
3		SUFFOLK	BRIDGE RD - GODWIN BRIDGE TO CHESAPEAKE CL	WIDEN TO 6 LANES	$90.0
4	100937	SUFFOLK	ROUTE 58 - MANNING BRIDGE RD TO SUFFOLK BYPASS	WIDEN TO 6 LANES	$75.0
5		VIRGINIA BEACH	BIRDNECK RD - VIRGINIA BEACH BLVD TO I-264	WIDEN TO 6 LANES	$21.1
6		VIRGINIA BEACH	CENTERVILLE TPKE - CHESAPEAKE CL TO KEMPSVILLE RD	WIDEN TO 4 LANES	$72.8
7		VIRGINIA BEACH	CLEVELAND ST - CLEARFIELD AVE TO WITCHDUCK RD	WIDEN TO 4 LANES	$13.6
8		VIRGINIA BEACH	DAM NECK RD - HOLLAND RD TO DRAKESMILE RD	WIDEN TO 6 LANES	$34.8
9		VIRGINIA BEACH	DAM NECK RD - DRAKESMILE RD TO LONDON BRIDGE RD	WIDEN TO 6 LANES	$49.4
10	15828	VIRGINIA BEACH	DAM NECK RD/ELBOW RD - INDIAN RIVER RD TO VB AMPHITHEATER	WIDEN TO 4 LANES	$55.6
11		VIRGINIA BEACH	FERRELL PKWY - INDIAN RIVER RD TO PLEASANT VALLEY RD	WIDEN TO 6 LANES	$75.6
12		VIRGINIA BEACH	FIRST COLONIAL RD - VA BEACH BLVD TO OLD DONATION RD	WIDEN TO 6 LANES	$51.0
13		VIRGINIA BEACH	GENERAL BOOTH BLVD - DAM NECK RD TO OCEANA BLVD	WIDEN TO 8 LANES	$37.4
14		VIRGINIA BEACH	HOLLAND RD - INDEPENDENCE BLVD TO ROSEMONT RD	WIDEN TO 6 LANES	$56.5
15		VIRGINIA BEACH	INDIAN RIVER RD - CENTERVILLE TPKE TO FERRELL PKWY	WIDEN TO 8 LANES	$74.2
16	15829	VIRGINIA BEACH	INDIAN RIVER RD - LYNNHAVEN PKWY TO ELBOW RD	WIDEN TO 4 LANES	$73.4
17	14601	VIRGINIA BEACH	LASKIN RD - ORIOLE DR TO 30TH/32ND ST	WIDEN TO 6 LANES	$23.1
18	12546	VIRGINIA BEACH	LASKIN RD - REPUBLIC RD TO ORIOLE DR	WIDEN TO 6 LANES	$66.5
19		VIRGINIA BEACH	LONDON BRIDGE RD - DAM NECK RD TO SHIPPS CORNER RD	WIDEN TO 4 LANES	$40.8
20		VIRGINIA BEACH	LYNNHAVEN PKWY - PRINCESS ANNE RD TO HOLLAND RD	WIDEN TO 6 LANES	$92.7
21		VIRGINIA BEACH	NEWTOWN RD - BAKER RD TO VIRGINIA BEACH BLVD	WIDEN TO 6 LANES	$23.5
22		VIRGINIA BEACH	NIMMO PKWY - NORTH LANDING RD TO WEST NECK PKWY	NEW 2 LANE FACILITY	$41.1
23		VIRGINIA BEACH	PRINCESS ANNE RD - GENERAL BOOTH BLVD TO UPTON DR	WIDEN TO 4 LANES	$22.9
24		VIRGINIA BEACH	PROVIDENCE RD - KEMPSVILLE RD TO PRINCESS ANNE RD	WIDEN TO 4 LANES	$63.8
25		VIRGINIA BEACH	ROSEMONT RD - HOLLAND RD TO VA BEACH BLVD	WIDEN TO 6 LANES	$86.9
26		VIRGINIA BEACH	SHORE DR - PLEASURE HOUSE RD TO TREASURE ISLAND DR	WIDEN TO 6 LANES	$14.8
27		VIRGINIA BEACH	SHORE DR - MARLIN BAY DR TO GREAT NECK RD	WIDEN TO 6 LANES	$31.3
28		VIRGINIA BEACH	WEST NECK PKWY - ELBOW RD TO NORTH LANDING RD	NEW 4 LANE FACILITY	$49.1
29		YORK	ROUTE 17 - WOLF TRAP RD TO DENBIGH BLVD	WIDEN TO 6 LANES	$8.0

Projects in this table are included in the Long-Range Transportation Plan and 1) not close to fully funded in the SYIP/TIP or 2) not expected to begin construction by 2020.

UPCs are unique Universal Project Codes assigned to each project by VDOT.

Sources: Hampton Roads 2034 Long-Range Transportation Plan, FY 2015-2020 Six-Year Improvement Program, FY 2015-2018 Transportation Improvement Program.

IDENTIFICATION OF CONGESTED LOCATIONS

This section provides a thorough assessment of the operating conditions of the Hampton Roads roadway system, particularly during peak periods of travel. Congested roadway segments are identified using travel time and speed data collected by INRIX and by conceptual planning level analysis methods for roadways without this data. INRIX collects travel times and speeds on a continuous basis, which enables numerous congestion measures to be reported – i.e. actual travel speeds, congestion duration, total delay, and travel time reliability.

Congestion Approaching the Westbound Hampton Roads Bridge-Tunnel

The CMP congestion analysis is performed for the 2013 Existing and 2034 roadway networks which include all interstates, freeways and other expressways, principal arterials, and minor arterials as well as selected collectors throughout Hampton Roads. The congestion identification analysis is presently limited to roadways due to the data availability and reliability constraints of other transportation modes and facilities. The results of this analysis will enable the region to identify corridors that are experiencing severe congestion levels today and into the future.

CMP ROADWAY NETWORK

The roadways included in this congestion analysis are defined as the CMP Roadway Network. The CMP Roadway Network includes both 1) major roadways within the Hampton Roads Transportation Planning Organization (HRTPO) boundary (see Map 1 on page 3), which is also referred to as the Hampton Roads Metropolitan Planning Area (MPA), and 2) major roadways in that portion of the Hampton Roads Planning District Commission (HRPDC) boundary outside of the Metropolitan Planning Area. Roadways in the City of Franklin, Southampton County, Surry County, and portions of northern Gloucester County were analyzed for this study as part of the Rural Transportation Planning Program. Although the roadways in these areas outside of the MPA were analyzed and are included in the appendices, **regional roadway and congestion statistics within this report only reflect the CMP Roadway Network within the Metropolitan Planning Area.**

The CMP Roadway Network includes all roadways in Hampton Roads classified as interstates, freeways or other expressways, principal arterials, or minor arterials. The CMP network also includes several roadways classified as collectors. These collectors were chosen for inclusion in the CMP network based on network connectivity, access to major activity centers, and input from jurisdictions.

A few changes were made to the CMP Roadway Network since the 2010 version of the CMP report. New roadways have been added to the network, and segment endpoints were adjusted.

Most of the roadways added to the CMP Roadway Network increase the network's connectivity with military installations. The impetus for these additions was the creation of a network of "Roadways Serving the Military in Hampton Roads" that was included in HRTPO's Hampton Roads Military Transportation Needs Study[8].

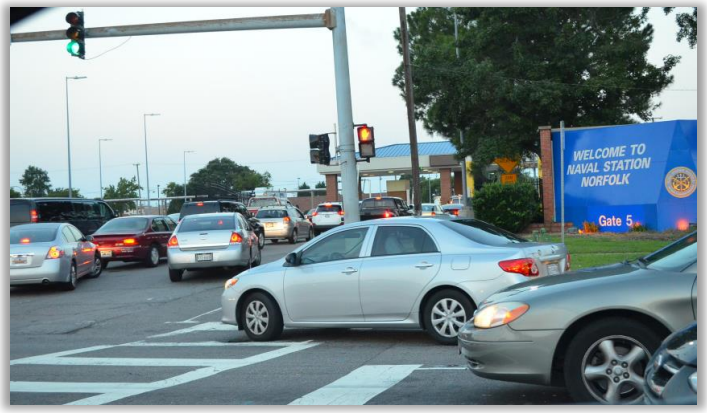
[8] *Hampton Roads Military Transportation Needs Study - Highway Network Analysis*, HRTPO, September 2011.

The existing CMP Roadway Network was also expanded due to new roadways being opened and roadway widening projects being completed since the 2010 CMP report. The existing CMP Roadway Network is comprised of 1,597 centerline-miles and 5,452 lane-miles of roadway. Excluding areas outside of the Metropolitan Planning Area, the CMP Roadway Network includes 1,382 centerline-miles and 4,879 lane-miles of roadway, up from 1,357 centerline-miles and 4,776 lane-miles of roadway in the 2010 CMP Roadway Network.

In addition to existing facilities, major roadways that are expected to be constructed in the future are also included in the CMP Roadway Network. These roadways, which are included in the 2034 Long-Range Transportation Plan, are described previously in the System Monitoring section of this report.

Roadways added to the CMP Roadway Network since the previous CMP update include:

- Ballahack Road/Old Battlefield Boulevard between George Washington Highway and Battlefield Boulevard in Chesapeake
- Cedar Lane between the Western Freeway and Craney Island Naval Supply Center in Portsmouth
- Coast Guard Boulevard between Cedar Lane and the Coast Guard Base in Portsmouth
- Cook Road between George Washington Highway and Ballard Street in York County
- Harpers Road between Dam Neck Road and Oceana Boulevard in Virginia Beach
- Lightfoot Road between Richmond Road and Mooretown Road in York County
- Mooretown Road between Route 199 and Lightfoot Road in York County
- Shellabarger Drive between Warwick Boulevard and Fort Eustis in Newport News



Traffic Congestion at Naval Station Norfolk

DATA

A large amount of data including recent traffic volumes, roadway characteristic data, and future traffic volume estimates is required for the analysis that was performed for this study. This data also includes travel time and speed data for the first time as part of the CMP.

The traffic volume and roadway characteristic data used in this study was largely obtained from VDOT. VDOT collects vehicle count data for more than 100,000 roadway segments throughout the state – and over 8,000 locations in Hampton Roads – as part of its Traffic Monitoring Program. Data is collected on all roadways classified as collectors or above once every three years for a 48-hour period. Data from the years 2011-2013 was used in this study to determine the "2013 Existing" weekday volumes and characteristics.

In addition to VDOT's data, traffic volume data collected by other sources throughout the region are used in this report. The Cities of Hampton, Newport News, Suffolk, and Virginia Beach maintain traffic data collection programs. All five tunnels in the region, the South Norfolk Jordan Bridge, and the Chesapeake Expressway also collect traffic volume data as part of their daily operations.

For the limited number of roadway segments where traffic volumes were not available from any of these sources, daily volumes were estimated by HRTPO staff with assistance from the staff of those localities.

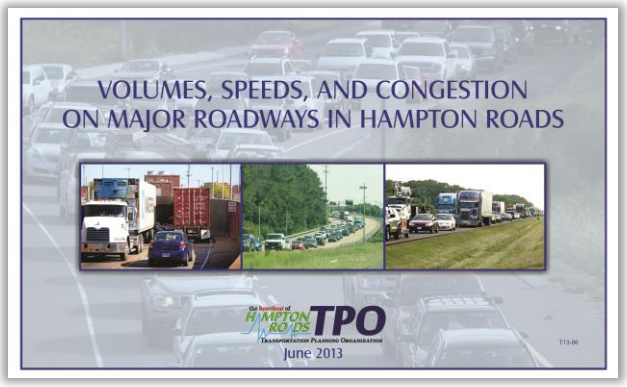
Existing and historical weekday traffic volumes for each roadway segment are included in **Appendix A**. HRTPO also documents traffic volume data in the *Volumes, Speeds, and Congestion on Major Roadways in Hampton Roads* report. This report is produced by HRTPO annually in those years when CMP reports are not published.

Future traffic volumes for the year 2034 were projected using the Hampton Roads Travel Demand Model. This model produces daily volumes based on projected socioeconomic conditions and the expected future roadway network. These model volumes were adjusted by HRTPO staff where necessary using engineering judgment. Projected traffic volumes for the year 2034 are included in **Appendix D**.

For the first time, HRTPO staff has access to historical travel time and speed data for use in the CMP. The travel time and speed data used in this study was collected by INRIX. INRIX collects travel time and speed data on a continuous basis, using millions of GPS-enabled fleet vehicles (taxis, airport shuttles, service vehicles, and long haul trucks), mobile devices that have INRIX's real-time traffic applications installed, traditional road sensors, and other sources.

VDOT has purchased real-time and archived travel time and speed data from INRIX, which HRTPO staff can access through the Regional Integrated Transportation Information System (RITIS). RITIS is maintained by the University of Maryland's Center for Advanced Transportation Technology Laboratory. INRIX data is available for 1,100 miles of roadway in Hampton Roads, including nearly all freeways and most principal and minor arterials. INRIX's coverage comprises 69% of the centerline-miles and 77% of the lane-miles of the existing CMP Roadway Network.

HRTPO staff downloaded INRIX data for the CMP Roadway Network for the entire year of 2013. Data was collected by direction for every 15-minute period on Tuesdays, Wednesdays, and Thursdays during the morning (AM) peak period (defined in this study as occurring between 5:00 am and 9:00 am) and the afternoon (PM) peak period (defined as occurring between 3:00 pm and 7:00 pm). This data was analyzed by HRTPO staff to produce yearly average and 95th percentile segment speeds for each 15 minute interval during the AM and PM peak periods.



CONGESTION ANALYSIS

As stated in the previous section, INRIX data is available for 69% of the centerline-miles of the CMP Roadway Network. The methodology used to identify congested locations in this study depends on whether or not INRIX speed data is available for the roadway segment.

Roadways without Speed Data

For the 31% of the CMP Roadway Network where INRIX data is not available, AM and PM peak hour roadway congestion levels were determined using a widely accepted engineering standard from the *Highway Capacity Manual* (HCM)[9] called Level of Service (LOS). Level of Service is measured on a scale of "A" through "F," with LOS A representing the best operating conditions and LOS F representing the worst (see **Figure 8**). Levels of Service A through C are acceptable operating conditions that equate to "Low Congestion" levels. LOS D is considered to be an acceptable operating condition with "Moderate Congestion" levels, while Levels of Service E and F are considered to be unacceptable operating conditions with "Severe Congestion".

The CMP study uses a conceptual planning level analysis for the "2013 Existing" LOS for those roadways without INRIX data. Conceptual planning includes a number of roadway factors and characteristics, such as daily volumes, number of lanes, signals per mile, median type, and peak hour traffic factors. Conceptual planning is more detailed than generalized planning, which uses generalized tables with many default values to calculate "in the ballpark" levels of service. But it is not as detailed as an operational analysis which would include factors such as intersection signal timings, turn bay lengths, and turning movement counts at intersections and commercial entrances.

For the 2013 Existing congestion analysis, LOS software[10] based on the HCM was utilized to compute congestion levels with these conceptual planning factors for each roadway segment, including the most recent traffic counts that were available (usually from 2011 – 2013). Separate roadway segment analyses were done for the AM Peak Hour (which is defined as the highest volume of weekday traffic in four consecutive 15-minute periods from 5 to 9 am) and the PM Peak Hour (from 3 to 7 pm).

The conceptual planning level analysis was also used to project future (2034) travel conditions for all CMP roadways. Future congestion levels were determined using the volumes and improvement projects contained in the 2034 Long-Range Transportation Plan, as described previously in this report.

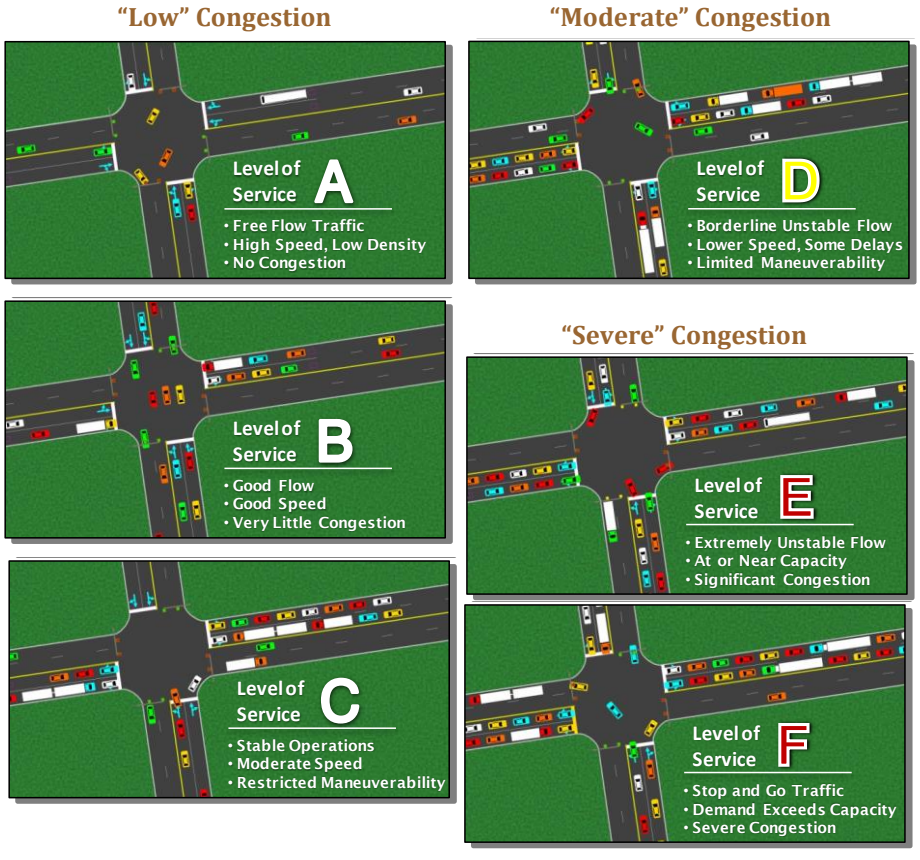


Figure 8 – Level of Service Definitions
Simulation Source: Synchro/SimTraffic 7

[9] *Highway Capacity Manual*, Transportation Research Board, 2010

[10] LOSPLAN Software, Florida Department of Transportation, 2010

Roadways with Speed Data

A number of congestion-related measures can be calculated using INRIX travel time and speed data that could only be estimated in the past. These measures include:

- Congestion levels based on actual travel speeds rather than HCM estimation methods
- Potential for Intersection Congestion Alleviation (PICA), which compares actual travel speeds with projected travel speeds.
- Duration of congestion
- Total delay
- Travel time reliability

This section deals with measuring congestion levels using INRIX speed data. Information regarding PICA, congestion duration, total delay, and travel time reliability methodologies is included later in this report.

HRTPO staff used the travel time index (TTI) to determine the level of congestion on CMP Roadway Network segments with INRIX data. The travel time index is a measure used to describe levels of roadway congestion that reflect how travelers perceive the travel time of the roadway. The TTI compares typical travel conditions during a particular time of day (usually the peak travel hour or period) to the travel conditions during uncongested, or free-flow, conditions.

The travel time index is calculated using the following equation:

$$\text{Travel Time Index (TTI)} = \frac{\text{Average Travel Time}}{\text{Free-flow Travel Time}}$$

As an example, if it takes one minute to travel the length of a roadway segment during uncongested, free-flow conditions but it takes two minutes on average during congested conditions, the travel time index would be 2 minutes/1 minute = 2.0.

HRTPO staff calculated the travel time index for each CMP Roadway Network segment by direction for each 15-minute interval during the AM and PM Peak Periods in 2013. The highest 15-minute travel time index during the AM Peak Period (defined in this study as occurring between 5:00 am and 9:00 am) and the PM Peak Period (defined as occurring between 3:00 pm and 7:00 pm) was used to determine each roadway segment's peak period congestion level.

CONGESTION LEVEL		FREEWAY	ARTERIAL
Low	**LOW**	TTI < 1.15	TTI < 1.25
Moderate	**MOD**	1.15 ≤ TTI < 1.3	1.25 ≤ TTI < 1.4
Severe	**SEV**	TTI ≥ 1.3	TTI ≥ 1.4

Table 5 – Congestion Level Thresholds
Source: HRTPO.

Each roadway segment was classified as having a "low", "moderate", or "severe" level of peak period congestion based on this highest travel time index, using the thresholds shown in **Table 5**. Low congestion levels are comparable to a HCM Level of Service A, B or C, as described on the previous page. Moderate congestion levels are comparable to a Level of Service D, and severe congestion levels are comparable to a Level of Service E or F.

Congestion levels for the year 2034 were calculated using the HCM procedure described on the previous page.

Roadway Congestion Levels

As described in the previous sections, HRTPO staff determined the 2013 Existing congestion levels for regional roadways with INRIX data based on the Travel Time Index, and based on Highway Capacity Manual methodology for roadways without INRIX data.

Maps 5-6 on pages 34-35 show the existing congestion levels during the AM Peak Period for the Peninsula and the Southside subregions of Hampton Roads, and **Maps 7-8** on pages 36-37 show the existing congestion levels during the PM Peak Period. Existing AM and PM Peak Period congestion levels for each roadway segment are also included in **Appendix D**.

Unlike Levels-of-Service, which peak at LOS F, INRIX data allows for the calculation of congestion level via the travel time index regardless of how severe the congestion is. Those roadway segments with the highest travel time indices are those that are the most congested.

Table 6 on page 30 shows the top 20 freeway segments and top 20 arterial segments with INRIX data in terms of highest travel time indices during the AM Peak Period. Seventeen of the top 20 most congested freeway segments are at or on approaches to the Downtown Tunnel, Hampton Roads Bridge-Tunnel, Midtown Tunnel, or High Rise Bridge. In terms of arterials, the segments with the highest travel time indices during the AM Peak Period include the Midtown Tunnel and sections of Indian River Road, Northampton Boulevard, Independence Boulevard, and Pembroke Avenue.

Table 7 on page 31 shows the top 20 freeway segments and top 20 arterial segments in terms of highest travel time indices during the PM Peak Period. Similar to the AM Peak Period, most of the top 20 freeway segments with the highest travel time indices during the PM Peak Period are at high profile locations including the Downtown Tunnel, Hampton Roads Bridge-Tunnel, High Rise Bridge, and Monitor-Merrimac Memorial Bridge Tunnel.

Traffic Congestion along Eastbound Indian River Road during the PM Peak Period

The most congested arterial segments during the PM Peak Period include the Brambleton Avenue and Hampton Boulevard approaches to the Midtown Tunnel, Fourth View Street approaching I-64 Westbound and the Hampton Roads Bridge-Tunnel, and sections of Indian River Road. Each of these segments have travel time indices greater than 2.0, meaning average travel times are at least twice as long during congested conditions than during uncongested, free-flow conditions.

It should be noted that the INRIX data analyzed for this study was collected throughout 2013, i.e. before tolls were implemented at the Midtown and Downtown Tunnels. With the implementation of tolling in February 2014, traffic volumes and peak period congestion levels have decreased at these two facilities, as mentioned in the Bridges and Tunnels section of this study. The 2014 travel time indices will be significantly lower at these two facilities, with higher indices likely on alternate routes such as the I-64 High Rise Bridge.

Appendix F-5 to F-8 contains maps showing the highest travel time indices during the AM and PM Peak Periods for those roadways with INRIX data. **Appendix B** includes the highest travel time indices during the AM Peak Period and **Appendix C** includes the same for the PM Peak Period for each roadway segment with INRIX data.

Table 6 – Roadway Segments with the Highest Travel Time Indices – 2013 AM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST TRAVEL TIME INDEX	HIGHEST TRAVEL TIME INDEX TIME OF DAY
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB	DT	5.73	7:45
PORT	I-264	FREDERICK BLVD	DES MOINES AVE	EB	DT	4.59	7:45
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	3.96	7:45
CHES	I-64	MILITARY HWY	GEORGE WASHINGTON HWY	WB	HIGH RISE	3.38	7:45
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	3.29	7:30
NOR/PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	I-464	EB	DT	2.65	8:00
NOR	I-464	SOUTH MAIN ST	I-264	NB	DT	2.57	8:00
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	2.47	7:00
CHES	I-64	I-264&664	MILITARY HWY	WB	HIGH RISE	2.23	7:45
CHES/NOR	I-464	POINDEXTER ST	SOUTH MAIN ST	NB	DT	2.11	8:00
NOR	I-564	ADMIRAL TAUSSIG BLVD	INTERNATIONAL TERMINAL BLVD	NB	-	1.92	6:15
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EB	MT	1.87	7:15
PORT	I-264	PORTSMOUTH BLVD	FREDERICK BLVD	EB	DT	1.86	7:45
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EB	HRBT	1.69	8:00
NOR/PORT	I-264/DOWNTOWN TUNNEL	I-464	EFFINGHAM ST	WB	DT	1.68	7:00
NOR/VB	I-64	INDIAN RIVER RD	I-264	WB	I-64/I-264	1.62	7:45
PORT	WESTERN FWY	CEDAR LN	WEST NORFOLK RD	EB	MT	1.52	7:30
NOR	I-264	BRAMBLETON AVE	WATERSIDE/CITY HALL/TIDEWATER	WB	DT	1.51	7:00
NOR	I-264/BERKLEY BRIDGE	I-464	WATERSIDE/CITY HALL/TIDEWATER	EB	DT	1.41	7:45
NOR	I-64	I-264	NORTHAMPTON BLVD	WB	-	1.41	7:30

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST TRAVEL TIME INDEX	HIGHEST TRAVEL TIME INDEX TIME OF DAY
NOR/PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	BRAMBLETON AVE	NB	MT	2.39	8:00
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	1.89	7:30
NOR/VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	I-64	WB	-	1.77	8:00
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	-	1.72	8:15
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LA SALLE AVE	EB	-	1.71	8:30
NOR/VB	NORTHAMPTON BLVD	I-64	DIAMOND SPRINGS RD	EB	-	1.65	8:15
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NB	-	1.65	8:15
SH	ROUTE 35	ROUTE 671	GRAYS SHOP RD (RTE 673)	NB	-	1.59	6:45
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	-	1.55	8:30
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA	NB	-	1.55	7:00
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EB	-	1.53	8:00
HAM	MERCURY BLVD	I-64	POWER PLANT PKWY	WB	-	1.48	8:15
VB	WITCHDUCK RD	VA BEACH BLVD	I-264	SB	-	1.46	7:45
VB	WITCHDUCK RD	PRINCESS ANNE RD	I-264	NB	-	1.45	8:15
VB	INDIAN RIVER RD	KEMPSVILLE RD	CENTERVILLE TNPK	WB	-	1.45	7:45
CHES	GEORGE WASHINGTON HWY	MOSES GRANDY TR @ HINTON AVE	I-64	NB	-	1.44	8:00
CHES	KEMPSVILLE RD	GREENBRIER PKWY	BATTLEFIELD BLVD	WB	-	1.44	8:00
NOR	MONTICELLO AVE/ST PAULS BLVD	BRAMBLETON AVE	PRINCESS ANNE RD	NB	-	1.44	8:15
NOR	CHESAPEAKE BLVD	CROMWELL DR	LAFAYETTE BLVD	SB	-	1.43	7:00
NOR	PRINCESS ANNE RD	LLEWELLYN AVE	COLLEY AVE	WB	-	1.43	8:00

Source: HRTPO analysis of INRIX data.

The travel time index compares typical travel conditions during a particular time of day to the travel conditions during uncongested, or free-flow, conditions.
Travel Time Index = Average Travel Time/Free-flow Travel Time

The following abbreviations are used for high profile locations:
DT = Downtown Tunnel GILM = Gilmerton Bridge HIGH RISE = I-64 corridor in Chesapeake HRBT = Hampton Roads Bridge-Tunnel
I-64/I-264 = I-64/I-264 interchange area in Norfolk MMMBT = Monitor-Merrimac Mem. Bridge-Tunnel MT = Midtown Tunnel

Table 7 – Roadway Segments with the Highest Travel Time Indices – 2013 PM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST TRAVEL TIME INDEX	HIGHEST TRAVEL TIME INDEX TIME OF DAY
NN	I-664	23RD ST	TERMINAL AVE	SB	MMMBT	4.76	16:15
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	4.38	17:30
NOR	I-264	BRAMBLETON AVE	WATERSIDE/CITY HALL/TIDEWATER	WB	DT	3.87	16:30
NOR	I-64	BAY AVE	4TH VIEW AVE	WB	HRBT	3.67	16:45
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	3.66	16:45
NN	I-664	CHESTNUT AVE	23RD ST	SB	MMMBT	3.63	16:30
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	3.38	16:30
NOR	I-64	GRANBY ST	BAY AVE	WB	HRBT	3.12	16:30
CHES	I-64	BATTLEFIELD BLVD	I-464	EB	HIGH RISE	2.65	17:30
NOR	I-64	I-564/LITTLE CREEK RD	GRANBY ST	WB	HRBT	2.40	16:30
NOR	I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	EB	-	2.38	16:45
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB	DT	2.27	16:30
NOR/PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	I-464	EB	DT	2.20	16:30
NOR	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EB	-	2.18	16:45
NOR	I-64	4TH VIEW AVE	OCEAN VIEW AVE	WB	HRBT	2.17	16:00
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EB	HRBT	2.09	17:45
NOR	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EB	-	2.06	16:45
NOR/PORT	I-264/DOWNTOWN TUNNEL	I-464	EFFINGHAM ST	WB	DT	1.90	17:15
NOR	I-64	MILITARY HWY	NORTHAMPTON BLVD	EB	-	1.86	17:30
NOR	I-64	GRANBY ST	I-564/LITTLE CREEK RD	EB	-	1.85	16:45

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST TRAVEL TIME INDEX	HIGHEST TRAVEL TIME INDEX TIME OF DAY
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EB	-	2.46	17:30
NOR	HAMPTON BLVD	21ST ST	BRAMBLETON AVE	SB	MT	2.43	16:00
NOR	4TH VIEW ST	OCEAN VIEW AVE	I-64	WB	HRBT	2.40	17:00
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EB	-	2.29	17:30
NOR	BRAMBLETON AVE	COLLEY AVE	HAMPTON BLVD	WB	MT	2.01	16:30
VB	WITCHDUCK RD	I-264	PRINCESS ANNE RD	SB	-	1.83	17:15
CHES	MILITARY HWY	I-464	BAINBRIDGE BLVD	WB	GILM	1.81	16:00
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NB	-	1.78	17:30
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	-	1.75	17:00
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	CEDAR RD	SB	-	1.74	17:30
VB	INDIAN RIVER RD	I-64	PROVIDENCE RD	WB	-	1.73	17:30
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	-	1.73	17:15
NOR	ST PAULS BLVD	BRAMBLETON AVE	I-264 RAMP/MACARTHUR MALL	SB	-	1.72	17:15
JCC	ROUTE 199	JOHN TYLER HWY (RTE 5)	JAMESTOWN RD	EB	-	1.69	17:15
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EB	-	1.69	17:15
CHES	GEORGE WASHINGTON HWY	I-64	MOSES GRANDY TR @ HINTON AVE	SB	-	1.66	17:00
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	1.65	16:00
CHES	GREENBRIER PKWY	EDEN WAY	VOLVO PKWY	SB	-	1.64	17:45
NOR	CHESAPEAKE BLVD	I-64	LITTLE CREEK RD	NB	-	1.63	17:30
NOR	NEWTOWN RD	I-264	KEMPSVILLE RD	SB	-	1.63	17:00

Source: HRTPO analysis of INRIX data.

The travel time index compares typical travel conditions during a particular time of day to the travel conditions during uncongested, or free-flow, conditions.
Travel Time Index = Average Travel Time/Free-flow Travel Time

The following abbreviations are used for high profile locations:
DT = Downtown Tunnel GILM = Gilmerton Bridge HIGH RISE = I-64 corridor in Chesapeake HRBT = Hampton Roads Bridge-Tunnel
I-64/I-264 = I-64/I-264 interchange area in Norfolk MMMBT = Monitor-Merrimac Mem. Bridge-Tunnel MT = Midtown Tunnel

HRTPO staff used the roadway segment congestion analysis to calculate existing congestion levels on a regional basis[11]. As shown in **Figure 9**, 172 of the 4,879 lane-miles (3.5%) in the Hampton Roads CMP Roadway Network currently operate under severely congested conditions during the AM Peak Period. Another 410 lane-miles (8.4%) operate under acceptable but moderately congested conditions, while the remaining 4,297 lane-miles (88.1%) have low levels of congestion.

A much higher percentage of the CMP Roadway Network is congested during the PM Peak Period than during the AM Peak Period. A total of 391 of the 4,879 lane-miles (8.0%) currently operate under severely congested conditions during the PM Peak Period. Another 615 lane-miles (12.6%) operate under moderately congested conditions, and the remaining 3,873 lane-miles (79.4%) are roadways that operate with low levels of congestion.

Figure 10 on page 33 displays this roadway congestion data by jurisdiction. During the AM Peak Period, the jurisdictions with the highest percentage of lane-miles operating in severely congested conditions are Portsmouth (8.7%, primarily due to backups on approaches to the Midtown and Downtown Tunnels), Norfolk (7.4%), Virginia Beach (5.4%), and Chesapeake (4.3%). During the PM Peak Period, the jurisdictions with the highest percentage of lane-miles operating in severely congested conditions are Norfolk (18.6%), Newport News (13.3%), Virginia Beach (10.6%), and Chesapeake (7.4%).

As part of the 2034 Hampton Roads Long-Range Transportation Plan, HRTPO staff projected the PM Peak Period congestion levels on the CMP Roadway Network based on predicted traffic volumes and projects that are expected to be completed by the horizon year. The 2034 PM Peak Period roadway congestion levels are shown in **Map 9** on page 38.

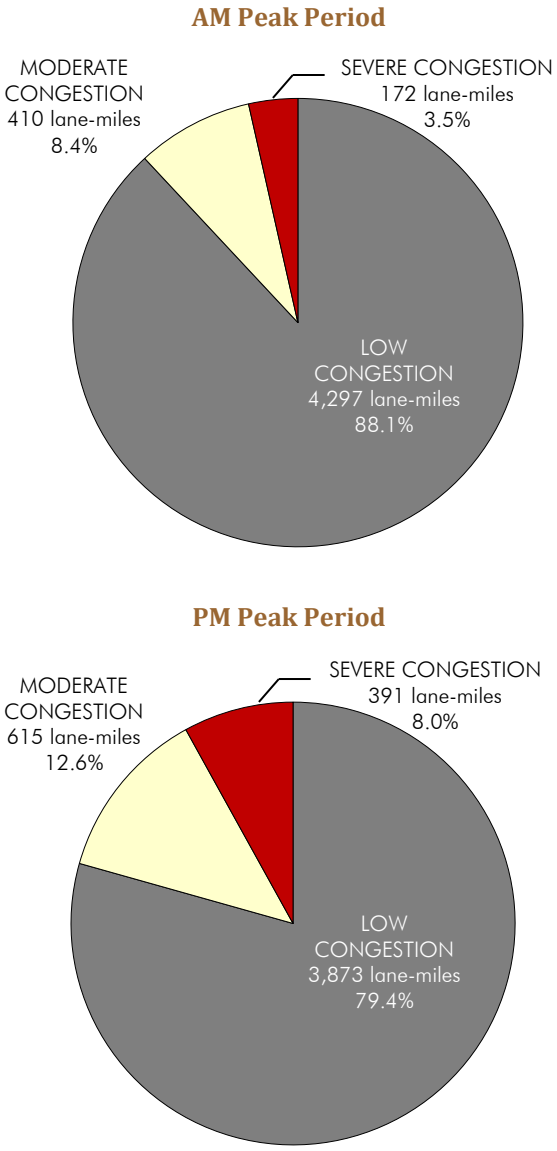


Figure 9 – Existing (2013) Congestion Levels by Lane-Mile for the CMP Roadway Network

Source: HRTPO analysis of INRIX and VDOT data.

Figure only include those roadways in the CMP network within the Hampton Roads Metropolitan Planning Area (MPA).

[11] These regional congestion figures only include those roadways in the CMP network within the Hampton Roads Metropolitan Planning Area (MPA) as defined on page 2. Although congestion levels were determined for roadways in the City of Franklin, Southampton County, Surry County, and Northern Gloucester County, these jurisdictions are excluded from these statistics since they fall outside of the MPA.

The number of severely congested lane-miles in Hampton Roads is projected to grow significantly between 2013 and 2034 (**Figure 11**). In 2034, one third (34%) of the Hampton Roads CMP Roadway Network is expected to operate at severely congested levels during the PM Peak Period, up from 8% in the 2013 Existing conditions. Only 44% of the CMP Roadway Network is projected to operate at low levels of congestion in the PM Peak Period in 2034.

It needs to be noted that caution should be used when making comparisons between this report's 2013 Existing congestion levels and other congestion levels (i.e. 2034 congestion levels in this report and "Existing" congestion levels in previous CMP reports). Most of the 2013 Existing congestion analysis is based on a source of data (INRIX) that is different from the other congestion analyses. Roadways with INRIX data are also analyzed by direction whereas both the 2034 and the congestion analyses in previous CMP reports were not analyzed by direction. The directional INRIX analysis used for 2013 Existing conditions will inherently produce lower congestion levels than the non-directional analyses.

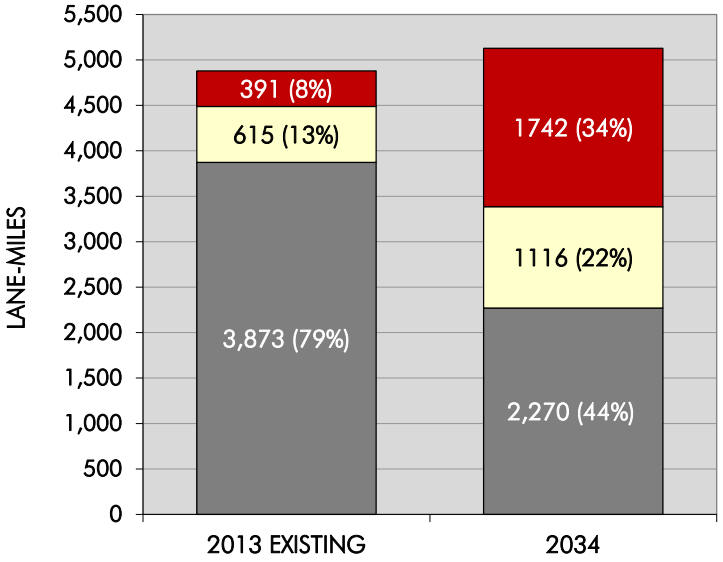
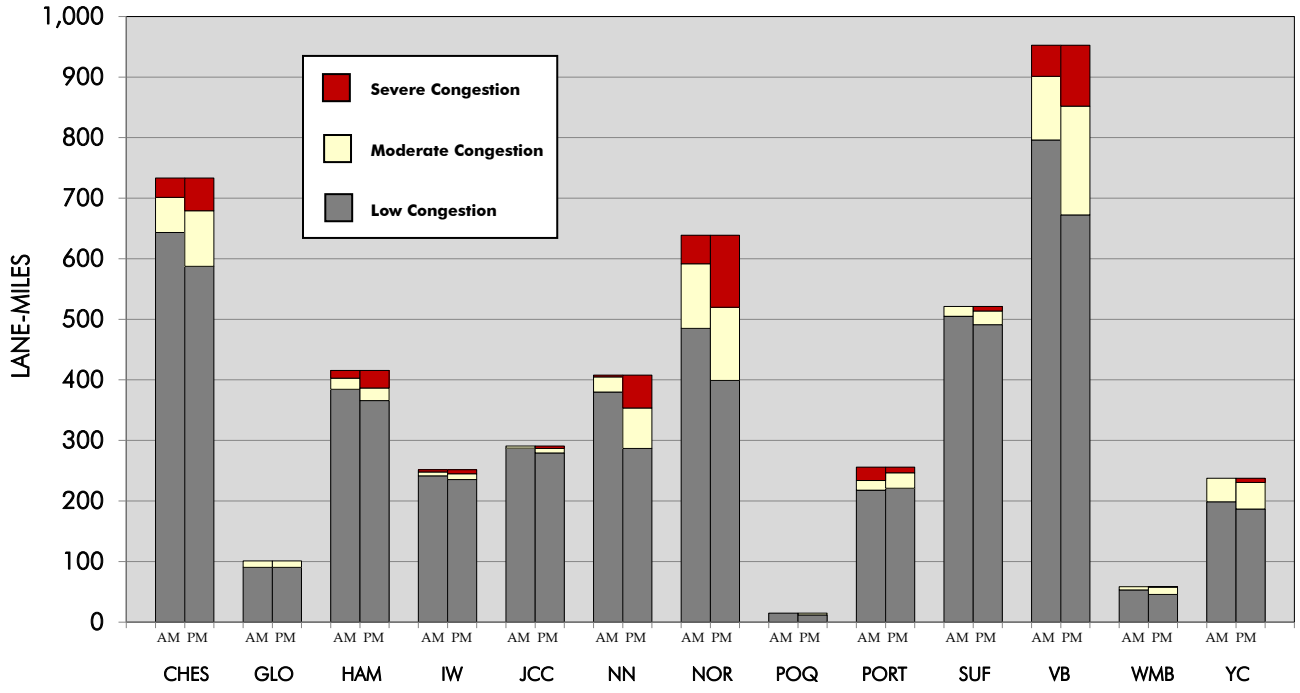


Figure 11 – Existing (2013) and 2034 Congestion Levels by Lane-Mile for the CMP Roadway Network (PM Peak)

Source: HRTPO analysis of HRTPO, INRIX, and VDOT data.

Figure only include those roadways in the CMP network within the Hampton Roads Metropolitan Planning Area (MPA).

Figure 10 – Existing (2013) Congestion Levels by Lane-Mile for Each Jurisdiction – AM and PM Peak Periods



Source: HRTPO analysis of INRIX and VDOT data.

Figure only include those roadways in the CMP Roadway Network within the Hampton Roads Metropolitan Planning Area (MPA).

MAP 5

2013 Existing Congestion Levels – AM PEAK Peninsula

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low to Moderate Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.

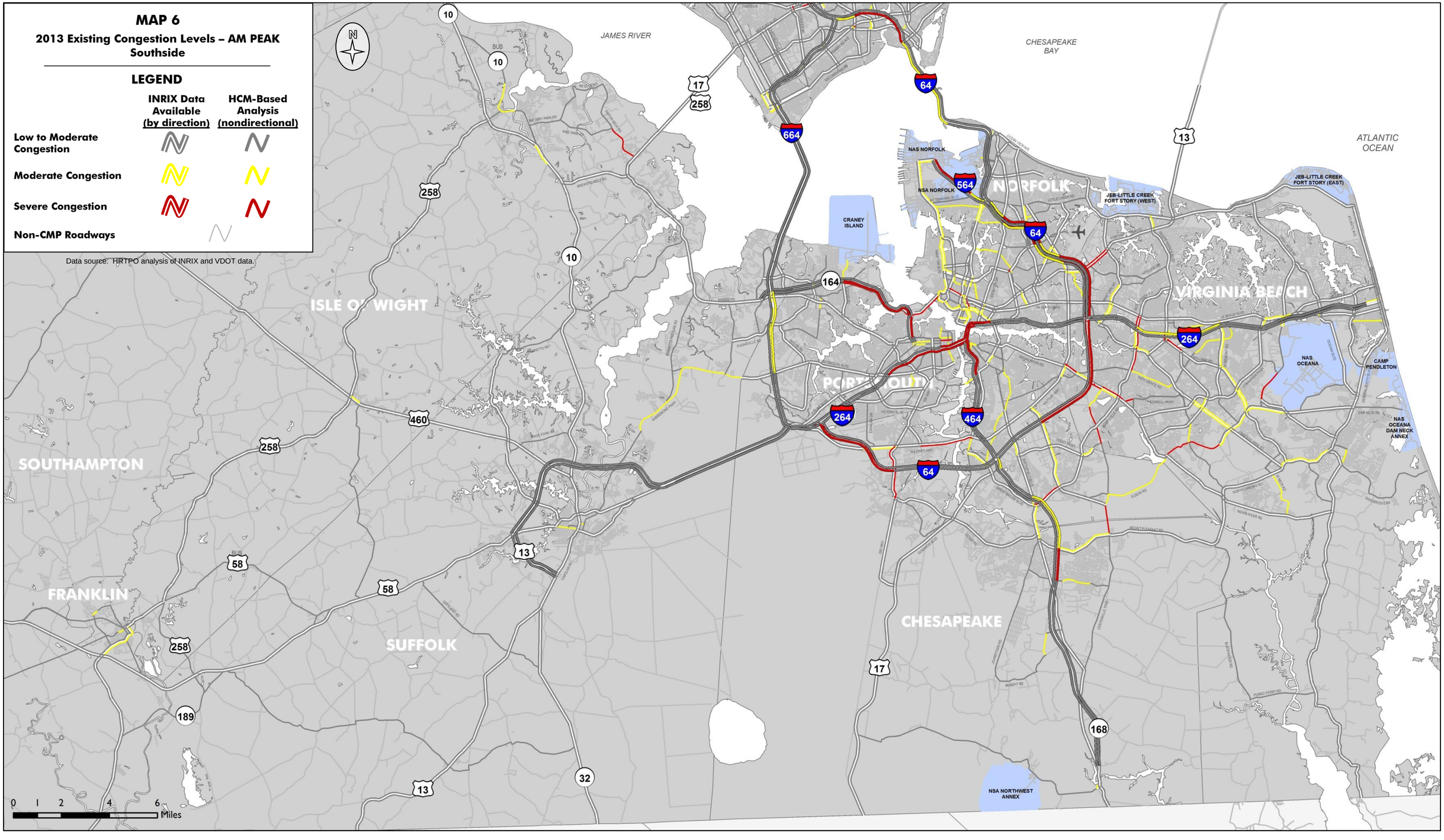
MAP 6

2013 Existing Congestion Levels – AM PEAK
Southside

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low to Moderate Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.



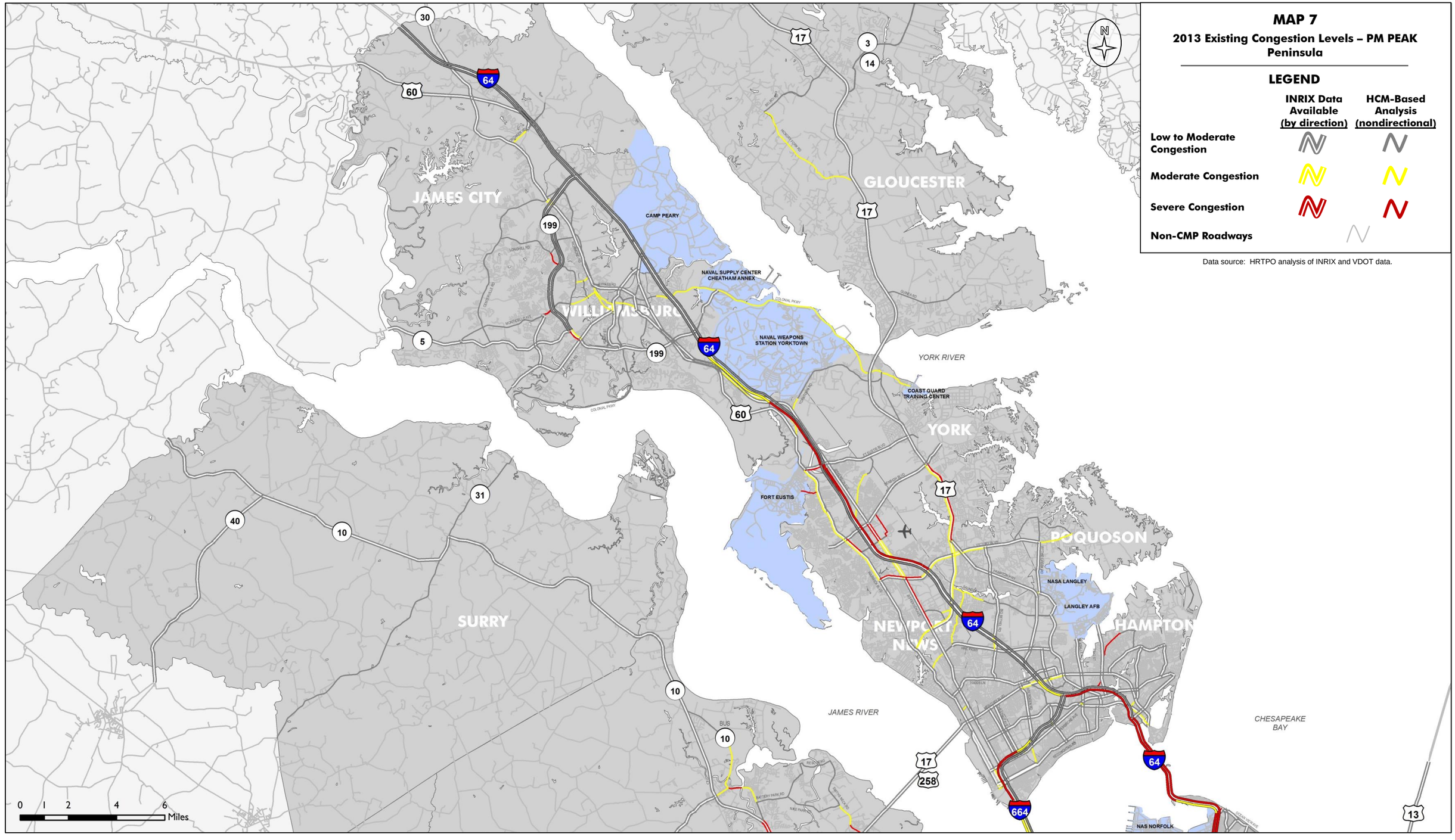
MAP 7

2013 Existing Congestion Levels – PM PEAK Peninsula

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low to Moderate Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.



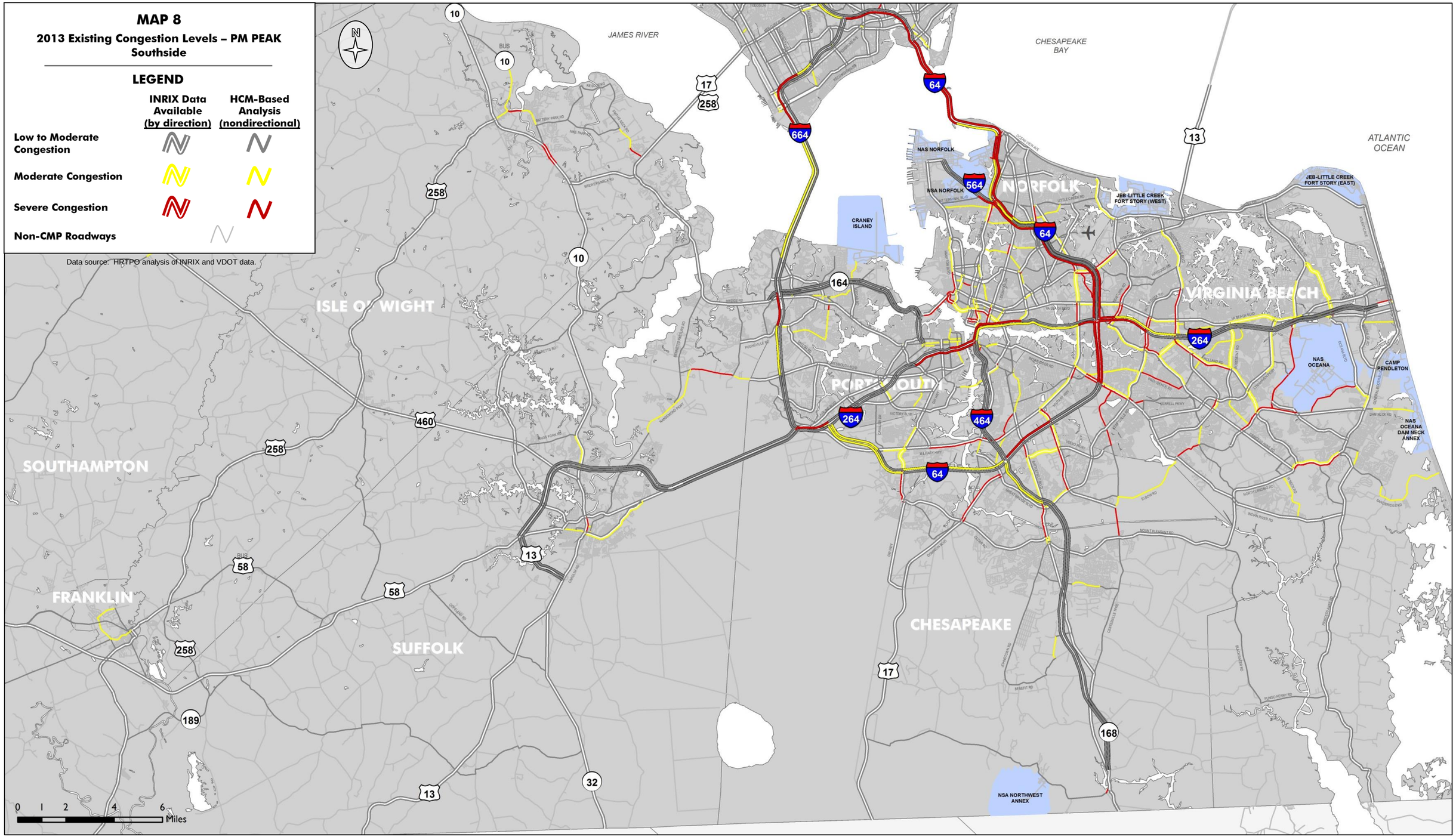
MAP 8

2013 Existing Congestion Levels – PM PEAK
Southside

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low to Moderate Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.



2013 Existing

2034

MAP 9

PM Peak Period Congestion Levels

2013 Existing and 2034

LEGEND

Low to Moderate Congestion

Severe Congestion

Data source: HRTPO analysis of HRTPO, INRIX and VDOT data.

Potential for Intersection Congestion Alleviation (PICA)

The recently released AASHTO Highway Safety Manual (HSM) introduced a new method to analyze roadway safety. Historically, roadway safety was analyzed based on the number or rate of crashes, but the HSM recommends identifying locations with the greatest difference between the *observed* number of crashes and the *predicted* number of crashes at a similar facility, i.e. the "Potential for Safety Improvement".

This study introduces a similar measure for identifying possible arterial locations where low-cost changes can improve congestion. This measure is based on the difference between the *observed* peak period travel time index and the *predicted* peak period travel time index. HRTPO staff calls this difference the "Potential for Intersection Congestion Alleviation" (PICA), since much of this difference on the arterial network can be attributed to intersection operations (such as lack of turn lanes, poor signal timing, etc.).

PICA is calculated using the following equation:

PICA = Highest Peak Period TTI – Predicted Peak Period TTI at a similar facility

The predicted travel time index was calculated by HRTPO staff for each arterial roadway segment where INRIX travel time index data was available. The base equation for producing the predicted travel time index in this study is:

$$\text{Predicted TTI} = a * e^{[b \times \text{15-minute volume per lane}]}$$

The two coefficients in the above equation (a and b) vary based on the roadway's class and peak period (AM and PM). Each roadway in the CMP Roadway Network was assigned a class number of 1 through 4 based on roadway design, location, speeds, and access. Roadway class 1 represents rural, high speed locations and roadway class 4 represents roadways in dense, low speed urban locations.

HRTPO staff produced the predicted TTI coefficients (a and b) using exponential regression in Microsoft Excel by comparing historical INRIX travel time index values for each 15-minute interval (for both the AM and PM Peak Periods) with the volume per lane during the same 15-minute time interval. The following coefficients were determined for each roadway class and peak period:

ROADWAY CLASS	AM PEAK PERIOD		PM PEAK PERIOD	
	a	b	a	b
1	1.0186	0.0006	1.0371	0.0005
2	1.0472	0.0005	1.0626	0.0006
3	1.0652	0.0004	1.0676	0.0008
4	1.0530	0.0002	1.1253	0.00006

Table 8 – PICA Equation Coefficients
Source: HRTPO.

Table 9 on page 40 shows the top 20 arterial segments in terms of PICA values during the AM Peak Period. Segments with the highest PICA include the Midtown Tunnel and sections of Independence Boulevard, Indian River Road, and Northampton Boulevard.

Table 10 on page 40 shows the top 20 arterial segments for PICA during the PM Peak Period. The top segments include Fourth View Street approaching the westbound Hampton Roads Bridge-Tunnel, Hampton Boulevard and Brambleton Avenue approaching the Midtown Tunnel, and eastbound Indian River Road. In fact, most of these top segments are approaches to tunnels or adjacent to interstate facilities.

Many locations with high PICA values are well known bottlenecks such as Indian River Road, while other locations may have high PICA values due to intersection problems. Examples include Pembroke Avenue and Aberdeen Road during the AM Peak Period and Chesapeake Boulevard during both peaks.

Although segment PICA values are part of the CMP analysis of corridors in the following sections, the high segment PICA values possibly caused by intersection problems are not addressed individually in this report. Therefore, it may be valuable for VDOT and localities to consider intersection improvements (such as turn lanes and signal retiming) at these locations.

Appendix F-9 to F-12 contains maps showing the PICA for each arterial roadway segment during the AM and PM Peak Periods.

Table 9 – Roadway Segments with the Highest Potential for Intersection Congestion Alleviation (PICA) Values – 2013 AM PEAK PERIOD

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGHEST PICA
NOR/PORT	MIDTOWN TUNNEL ●	MLK FWY/WESTERN FREEWAY	BRAMBLETON AVE	NB	1.11
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	0.70
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LA SALLE AVE	EB	0.64
VB	NORTHAMPTON BLVD ●	DIAMOND SPRINGS RD	WESLEYAN DR/NORFOLK CL	WB	0.64
NOR	NORTHAMPTON BLVD ●	WESLEYAN DR/VA BEACH CL	I-64	WB	0.61
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	0.58
SH	ROUTE 35	ROUTE 671	GRAYS SHOP RD (RTE 673)	NB	0.57
VB	NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD	EB	0.54
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NB	0.53
NOR	NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL	EB	0.52
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA	NB	0.50
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	0.43
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EB	0.38
HAM	MERCURY BLVD	I-64	POWER PLANT PKWY	WB	0.38
CHES	KEMPSVILLE RD	GREENBRIER PKWY	CHESAPEAKE EXPRESSWAY	WB	0.36
NOR	ST PAULS BLVD ●	BRAMBLETON AVE	MONTICELLO AVE	NB	0.36
NOR	CHESAPEAKE BLVD	CROMWELL DR	LAFAYETTE BLVD	SB	0.35
CHES	MILITARY HWY/GILMERTON BRIDGE	CANAL DR	BAINBRIDGE BLVD	EB	0.34
NOR	PRINCESS ANNE RD	LLEWELLYN AVE	COLLEY AVE	WB	0.34
CHES	GEORGE WASHINGTON HWY	MILL CREEK PKWY	I-64	NB	0.34

Source: HRTPO analysis of INRIX and VDOT data. The Potential for Intersection Congestion Alleviation (PICA) is defined as Highest Peak Period Travel Time Index – Predicted Peak Period Travel Time Index at a similar facility. ● indicates a roadway with a high PICA that is caused by nearby bottlenecks such as tunnel approaches.

Table 10 – Roadway Segments with the Highest Potential for Intersection Congestion Alleviation (PICA) Values – 2013 PM PEAK PERIOD

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGHEST PICA
NOR	4TH VIEW ST ●	OCEAN VIEW AVE	I-64	WB	1.30
NOR	HAMPTON BLVD ●	BRAMBLETON AVE	21ST ST	SB	1.24
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EB	1.23
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EB	1.05
NOR	BRAMBLETON AVE ●	COLLEY AVE	HAMPTON BLVD	WB	0.87
CHES	MILITARY HWY ●	I-464	BAINBRIDGE BLVD	WB	0.69
VB	WITCHDUCK RD	I-264	PRINCESS ANNE RD	SB	0.68
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NB	0.61
VB	INDIAN RIVER RD	I-64	PROVIDENCE RD	WB	0.60
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	0.57
JCC/WMB	ROUTE 199	JOHN TYLER HWY (RTE 5)	JAMESTOWN RD	EB	0.55
NOR	ST PAULS BLVD ●	BRAMBLETON AVE	I-264 RAMP/MACARTHUR MALL	SB	0.53
CHES	GEORGE WASHINGTON HWY ●	I-64	MILL CREEK PKWY	SB	0.53
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	CEDAR RD	SB	0.51
CHES	GREENBRIER PKWY	EDEN WAY	VOLVO PKWY	SB	0.50
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	0.50
NOR	CHESAPEAKE BLVD	I-64	LITTLE CREEK RD	NB	0.49
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	0.47
VB	INDIAN RIVER RD	I-64	PROVIDENCE RD	EB	0.46
NOR	NEWTOWN RD	I-264	KEMPSVILLE RD	SB	0.45

Source: HRTPO analysis of INRIX and VDOT data. The Potential for Intersection Congestion Alleviation (PICA) is defined as Highest Peak Period Travel Time Index – Predicted Peak Period Travel Time Index at a similar facility. ● indicates a roadway with a high PICA that is caused by nearby bottlenecks such as tunnel approaches.

Congestion Duration

Historically, HRTPO staff estimated roadway congestion levels for the Congestion Management Process using traffic volumes and roadway characteristics. The amount of time that each roadway was congested, however, could not be easily determined. Both the level and the duration of congestion can now be measured by using the INRIX speed data.

HRTPO staff determined the duration of congestion during each peak period for each roadway segment with INRIX data by direction. Congestion levels were determined for each of the 15-minute intervals during the AM Peak Period (5:00 am to 9:00 am) and the PM Peak Period (3:00 pm to 7:00 pm) using the severe congestion thresholds of a travel time index greater than or equal to 1.30 for freeways and 1.40 for arterials (as shown in Table 5 on page 28). Each roadway segment may be congested for up to 16 15-minute intervals during each peak period.

Table 11 shows the ten freeway and five arterial segments that are severely congested for at least two hours (or 8 15-minute intervals) during the AM Peak Period. Seven of the ten freeway segments in this list are either at or on approaches to the Downtown Tunnel and Hampton Roads Bridge-Tunnel.

Table 12 on page 42 shows those 23 freeway and 29 arterial segments throughout the region that are congested for at least two hours during the PM Peak Period. Similar to the AM Peak Period, the top ten freeway segments with the longest congestion duration during the PM Peak Period are at the Downtown Tunnel and Hampton Roads Bridge-Tunnel. A number of arterials are congested for all four hours during the PM Peak Period, including 4th View Street and Hampton Boulevard approaching the tunnels and sections of Independence Boulevard, Indian River Road, and Newtown Road.

Appendix F-13 to F-16 contains maps showing the congestion duration for each roadway segment during the AM and PM Peak Periods.

Table 11 – Roadway Segments that are Severely Congested for at Least Two Hours – 2013 AM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	# OF SEVERELY CONGESTED 15-MINUTE INTERVALS
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB	DT	10
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	10
NOR/PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	I-464	EB	DT	10
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	10
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	10
PORT	I-264	FREDERICK BLVD	DES MOINES AVE	EB	DT	9
NOR/PORT	I-264/DOWNTOWN TUNNEL	I-464	EFFINGHAM ST	WB	DT	9
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EB	MT	9
NOR	I-564	INTERNATIONAL TERMINAL BLVD	ADMIRAL TAUSSIG BLVD	NB	-	8
CHES	I-64	MILITARY HWY	GEORGE WASHINGTON HWY	WB	HIGH RISE	8

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	# OF SEVERELY CONGESTED 15-MINUTE INTERVALS
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	-	16
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	10
NOR	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	BRAMBLETON AVE	NB	MT	10
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA	NB	-	8
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LA SALLE AVE	EB	-	8

Source: HRTPO analysis of INRIX data. # of severely congested 15-minute intervals represents the total number of intervals during the peak period where the travel time index exceeds the threshold for severe congestion. Each peak period includes a total of 16 15-minute intervals.

In the following tables, the following abbreviations are used for high profile locations:
DT = Downtown Tunnel GILM = Gilmerton Bridge HIGH RISE = I-64 corridor in Chesapeake HRBT = Hampton Roads Bridge-Tunnel
I-64/I-264 = I-64/I-264 interchange areain Norfolk MMMBT = Monitor-Merrimac Mem. Bridge-Tunnel MT = Midtown Tunnel

Table 12 – Roadway Segments that are Severely Congested for at Least Two Hours – 2013 PM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	# OF SEVERELY CONGESTED 15-MINUTE INTERVALS
NOR	I-264	BRAMBLETON AVE	WATERSIDE/CITY HALL/TIDEWATER	WB	DT	16
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	16
NOR/PORT	I-264/DOWNTOWN TUNNEL	I-464	EFFINGHAM ST	WB	DT	16
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	16
NOR	I-64	4TH VIEW AVE	OCEAN VIEW AVE	WB	HRBT	16
NOR	I-64	BAY AVE	4TH VIEW AVE	WB	HRBT	16
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	15
NOR	I-64	GRANBY ST	BAY AVE	WB	HRBT	15
PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	I-464	EB	DT	13
NOR	I-64	I-564/LITTLE CREEK RD	GRANBY ST	WB	HRBT	13
CHES	I-64	BATTLEFIELD BLVD	I-464	EB	HIGH RISE	12
HAM/NOR	I-64/HRBT	OCEAN VIEW AVE	MALLORY ST	WB	HRBT	12
NN	I-664	23RD ST	TERMINAL AVE	SB	MMMBT	12
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EB	HRBT	11
NN	I-664	CHESTNUT AVE	23RD ST	SB	MMMBT	11
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB	DT	9
VB	I-264	NEWTOWN RD/ECL NORFOLK	WITCHDUCK RD	EB	I-64/I-264	8
HAM	I-64	I-664	ARMISTEAD AVE	EB	HRBT	8
CHES	I-64	GREENBRIER PKWY	BATTLEFIELD BLVD	EB	HIGH RISE	8
NOR	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EB	-	8
NOR	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EB	-	8
NOR	I-64	MILITARY HWY	NORTHAMPTON BLVD	EB	-	8
NOR	I-64	NORTHAMPTON BLVD	I-264	EB	-	8

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	# OF SEVERELY CONGESTED 15-MINUTE INTERVALS
NOR	4TH VIEW ST	OCEAN VIEW AVE	I-64	WB	HRBT	16
NOR	HAMPTON BLVD	21ST ST	BRAMBLETON AVE	SB	MT	16
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	-	16
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EB	-	16
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	16
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NB	-	16
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EB	-	15
VB	INDIAN RIVER RD	I-64	PROVIDENCE RD	WB	-	15
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	-	13
CHES	GEORGE WASHINGTON HWY	I-64	MOSES GRANDY TR @ HINTON AVE	SB	-	12
VB	LONDON BRIDGE RD	VA BEACH BLVD	POTTERS RD	SB	-	12
CHES	MILITARY HWY	I-464	BAINBRIDGE BLVD	WB	GILM	12
NOR	NEWTOWN RD	I-264	KEMPSVILLE RD	SB	-	12
JCC/WMB	ROUTE 199	JOHN TYLER HWY (RTE 5)	JAMESTOWN RD	EB	-	12
VB	WITCHDUCK RD	I-264	PRINCESS ANNE RD	SB	-	12
NOR	CHESAPEAKE BLVD	I-64	LITTLE CREEK RD	NB	-	11
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EB	-	11
CHES	GREENBRIER PKWY	I-64	VOLVO PKWY	SB	-	10
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	CEDAR RD	SB	-	9
NOR	BRAMBLETON AVE	COLLEY AVE	HAMPTON BLVD	WB	MT	9
NOR	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	I-64	WB	-	9
NOR	ST PAULS BLVD	BRAMBLETON AVE	I-264 RAMP/MACARTHUR MALL	SB	-	9
VB	22ND ST	ATLANTIC AVE	PARKS AVE	WB	-	8
CHES	BATTLEFIELD BLVD	I-64	VOLVO PKWY	SB	-	8
NOR	BRAMBLETON AVE	HAMPTON BLVD	COLLEY AVE	EB	-	8
NOR	CITY HALL AVE	ST PAULS BLVD	BOUSH ST	WB	-	8
CHES	DOMINION BLVD	GREAT BRIDGE BLVD	CEDAR RD	SB	-	8
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD	NB	-	8
NOR	NEWTOWN RD	VA BEACH BLVD	I-264	SB	-	8

Source: HRTPO analysis of INRIX data. # of severely congested 15-minute intervals represents the total number of intervals during the peak period where the travel time index exceeds the threshold for severe congestion. Each peak period includes a total of 16 15-minute intervals.

Total Delay

Although the travel time index describes the level of congestion that each roadway user experiences, it does not measure the total congestion of the roadway segment. Total delay, however, takes into account both the congestion level and the volume of users (vehicles) that each roadway carries.

HRTPO staff calculated the total amount of delay that occurs on each roadway segment by direction during each peak period. This required combining the average and free flow travel speeds based on the INRIX data with the traffic volume data collected by VDOT, the localities, etc.

Total delay per mile was calculated by direction per 15-minute interval for each roadway segment where INRIX data was available. The equation used to calculate total delay is as follows:

$$\text{Total Delay} = (\text{Average Travel Time} - \text{Free flow Travel Time}) \times \text{Volume}$$

These 15-minute delay values were then summed to produce a total delay value for both the entire AM Peak Period and PM Peak Period. Because roadway segments vary in length, this total delay was then divided by the total length of the segment to produce a total delay per mile value for each peak period.

Table 13 on page 44 shows the top 20 freeway segments and top 20 arterial segments in terms of highest total delay per mile during the AM Peak Period. Freeway segments with the highest delay per mile include approaches to the Downtown Tunnel, Hampton Roads Bridge-Tunnel, and High Rise Bridge. Top arterial segments include the Midtown Tunnel and sections of Independence Boulevard, Indian River Road, and Northampton Boulevard.

Table 14 on page 45 shows the top 20 freeway segments and top 20 arterial segments in terms of highest total delay per mile during the PM Peak Period. Nine of the ten freeway segments with the highest delay per mile during the PM Peak Period are approaches to the Downtown Tunnel and

Northampton Boulevard at I-64

Hampton Roads Bridge-Tunnel. In terms of arterials, three of the top five segments with the highest delay per mile are sections of Indian River Road in Virginia Beach.

Appendix F-17 to F-20 contains maps showing total delay per mile for each roadway segment during the AM and PM Peak Periods.

Table 13 – Roadway Segments with the Highest Total Delay per Mile – 2013 AM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	TOTAL HOURS OF DELAY PER MILE - AM PEAK PERIOD
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB	DT	388.2
PORT	I-264	FREDERICK BLVD	DES MOINES AVE	EB	DT	229.9
NOR/PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	I-464	EB	DT	208.7
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	194.5
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	186.4
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	160.2
CHES	I-64	MILITARY HWY	GEORGE WASHINGTON HWY	WB	HIGH RISE	125.8
NOR	I-564	ADMIRAL TAUSSIG BLVD	INTERNATIONAL TERMINAL BLVD	NB	-	89.6
NOR/PORT	I-264/DOWNTOWN TUNNEL	I-464	EFFINGHAM ST	WB	DT	85.8
NOR/VB	I-64	INDIAN RIVER RD	I-264	WB	I-64/I-264	77.6
NOR	I-464	SOUTH MAIN ST	I-264	NB	DT	72.3
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EB	MT	63.1
NOR	I-264/BERKLEY BRIDGE	I-464	WATERSIDE/CITY HALL/TIDEWATER	EB	DT	54.0
NOR	I-64	I-264	NORTHAMPTON BLVD	WB	-	53.6
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EB	HRBT	49.5
NOR	I-64	CHESAPEAKE BLVD	TIDEWATER DR	WB	-	48.0
NOR	I-64	NORTHAMPTON BLVD	MILITARY HWY	WB	-	45.3
CHES/NOR	I-464	POINDEXTER ST	SOUTH MAIN ST	NB	DT	45.1
CHES	I-64	I-264&664	MILITARY HWY	WB	HIGH RISE	44.9
NOR	I-64	NORVIEW AVE	CHESAPEAKE BLVD	WB	-	43.6

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	TOTAL HOURS OF DELAY PER MILE - AM PEAK PERIOD
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	-	143.4
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	139.8
NOR/PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	BRAMBLETON AVE	NB	MT	95.5
NOR	NORTHAMPTON BLVD	WESLEYAN DR/VA BEACH CL	I-64	WB	-	94.6
NOR	NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL	EB	-	93.7
VB	NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD	EB	-	77.3
VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	WESLEYAN DR/NORFOLK CL	WB	-	72.6
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EB	-	72.4
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NB	-	53.6
VB	INDIAN RIVER RD	KEMPSVILLE RD	CENTERVILLE TNPK	WB	-	52.3
NOR	HAMPTON BLVD	INTERNATIONAL TERMINAL BLVD	ADM TAUSSIG BLVD	NB	-	38.1
HAM	MERCURY BLVD	I-64	POWER PLANT PKWY	WB	-	36.8
NOR	BRAMBLETON AVE	I-264	PARK AVE	WB	-	35.5
NOR	ADMIRAL TAUSSIG BLVD	I-564	HAMPTON BLVD	WB	-	35.5
NOR	ST PAULS BLVD	I-264 RAMP/MACARTHUR MALL	BRAMBLETON AVE	NB	-	33.8
NOR	BRAMBLETON AVE	BOUSH ST	ST PAULS BLVD	EB	-	32.9
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR	NB	-	31.6
CHES	BATTLEFIELD BLVD	I-64	VOLVO PKWY	SB	-	31.6
VB	PRINCESS ANNE RD	INDEPENDENCE BLVD	DAM NECK RD	EB	-	31.5
VB	ROSEMONT RD	I-264	VA BEACH BLVD	NB	-	31.2

Source: HRTPO analysis of INRIX data. Total hours of delay per mile includes the sum of the delay that each vehicle experiences during the peak period divided by the total length of the segment.

In the following tables, the following abbreviations are used for high profile locations:
DT = Downtown Tunnel GILM = Gilmerton Bridge HIGH RISE = I-64 corridor in Chesapeake HRBT = Hampton Roads Bridge-Tunnel
I-64/I-264 = I-64/I-264 interchange area in Norfolk MMMBT = Monitor-Merrimac Mem. Bridge-Tunnel MT = Midtown Tunnel

Table 14 – Roadway Segments with the Highest Total Delay per Mile – 2013 PM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	TOTAL HOURS OF DELAY PER MILE - PM PEAK PERIOD
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	1100.4
NOR	I-264	BRAMBLETON AVE	WATERSIDE/CITY HALL/TIDEWATER	WB	DT	278.2
CHES	I-64	BATTLEFIELD BLVD	I-464	EB	HIGH RISE	273.9
NOR	I-64	BAY AVE	4TH VIEW AVE	WB	HRBT	257.7
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	214.0
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	209.1
NOR	I-64	GRANBY ST	BAY AVE	WB	HRBT	201.3
NOR/PORT	I-264/DOWNTOWN TUNNEL	I-464	EFFINGHAM ST	WB	DT	199.9
NOR	I-64	4TH VIEW AVE	OCEAN VIEW AVE	WB	HRBT	170.4
NOR/PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	I-464	EB	DT	155.6
NN	I-664	CHESTNUT AVE	23RD ST	SB	MMMBT	148.4
NOR	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EB	-	143.9
NOR	I-264	I-64	NEWTOWN RD/WCL VA. BEACH	EB	I-64/I-264	141.1
NN	I-664	23RD ST	TERMINAL AVE	SB	MMMBT	140.0
VB	I-264	NEWTOWN RD/ECL NORFOLK	WITCHDUCK RD	EB	I-64/I-264	137.9
NOR	I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	EB	-	130.1
NOR	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EB	-	125.2
NOR	I-64	I-564/LITTLE CREEK RD	GRANBY ST	WB	HRBT	116.7
NOR	I-64	MILITARY HWY	NORTHAMPTON BLVD	EB	-	111.6
NOR	I-64	NORVIEW AVE	MILITARY HWY	EB	-	102.5

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	TOTAL HOURS OF DELAY PER MILE - PM PEAK PERIOD
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EB	-	227.3
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EB	-	225.7
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	-	145.8
NOR	HAMPTON BLVD	21ST ST	BRAMBLETON AVE	SB	MT	144.6
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	141.6
CHES	GREENBRIER PKWY	I-64	EDEN WAY	SB	-	139.0
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NB	-	121.8
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR	NB	-	109.4
NOR	ST PAULS BLVD	BRAMBLETON AVE	I-264 RAMP/MACARTHUR MALL	SB	-	106.2
NOR	NORTHAMPTON BLVD	WESLEYAN DR/VA BEACH CL	I-64	WB	-	104.9
CHES	BATTLEFIELD BLVD	I-64	VOLVO PKWY	SB	-	103.1
VB	INDEPENDENCE BLVD	VA BEACH BLVD	I-264	SB	-	95.6
CHES	GREENBRIER PKWY	EDEN WAY	I-64	NB	-	95.5
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD	NB	-	92.7
VB	INDEPENDENCE BLVD	BAXTER RD	I-264	NB	-	89.7
VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	WESLEYAN DR/NORFOLK CL	WB		88.9
NN	JEFFERSON AVE	I-64	BLAND BLVD	SB	-	88.0
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	CEDAR RD	SB	-	87.9
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	-	85.7
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NB	-	83.8

Source: HRTPO analysis of INRIX data. Total hours of delay per mile includes the sum of the delay that each vehicle experiences during the peak period divided by the total length of the segment.

In the following tables, the following abbreviations are used for high profile locations:
DT = Downtown Tunnel GILM = Gilmerton Bridge HIGH RISE = I-64 corridor in Chesapeake HRBT = Hampton Roads Bridge-Tunnel
I-64/I-264 = I-64/I-264 interchange area in Norfolk MMMBT = Monitor-Merrimac Mem. Bridge-Tunnel MT = Midtown Tunnel

Travel Time Reliability

Roadway congestion is prevalent throughout Hampton Roads, but congestion levels are not the same each day. Daily congestion levels can vary greatly from average congestion levels due to a variety of factors including crashes, bad weather, special events, or roadway maintenance (**Figure 12**).

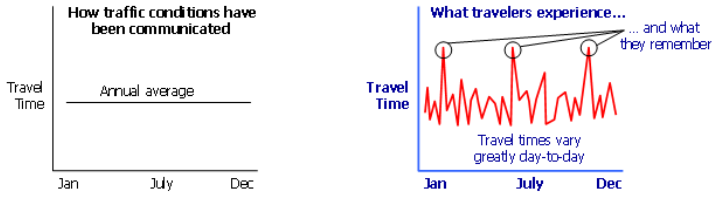


Figure 12 – Average versus Daily Travel Times
Source: FHWA.

Travel time "reliability" is defined as how steady travel times are over the course of time, as measured generally from day to day. The reliability of travel times is very important for many roadway users, such as those that must arrive on time to work or an appointment, catch a flight at the airport, or pick up children from day care. Since the consistency and dependability of travel times is important for so many roadway users, analyzing not only average congestion levels but also the travel time reliability of the regional roadway network is important.

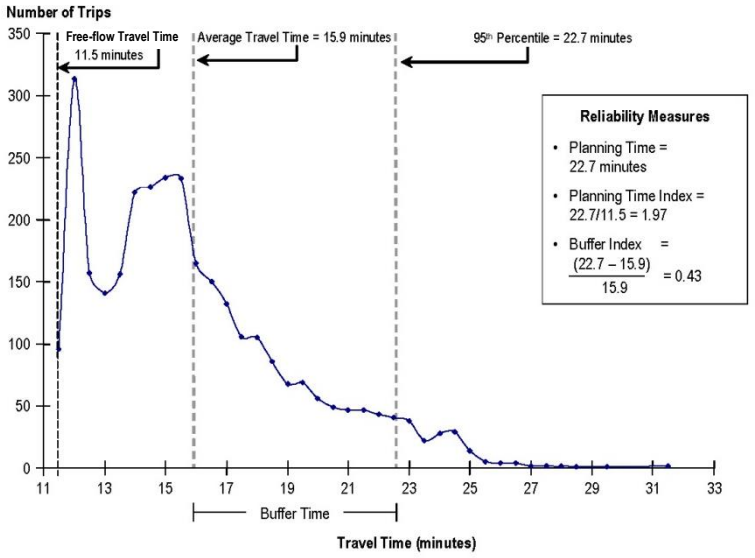

Number of Trips
Free-flow Travel Time
11.5 minutes
Average Travel Time = 15.9 minutes
95th Percentile = 22.7 minutes
Reliability Measures
Planning Time = 22.7 minutes
Planning Time Index = 22.7/11.5 = 1.97
Buffer Index = (22.7 – 15.9) / 15.9 = 0.43
Buffer Time
Travel Time (minutes)

Figure 13 – Relationship between Various Delay and Reliability Measures
Source: FHWA.

Two measures are commonly used to describe the travel time reliability of the roadway network – the "buffer index" and the "planning time index". Both of these measures are described below and shown in **Figure 13**.

The buffer index uses the buffer time to measure travel time reliability compared to typical conditions. The buffer time is the extra time that travelers must add to their average travel time when planning trips to ensure that they will arrive on-time 95 percent of the time. The buffer index has a minimum value of zero and increases as the roadway network becomes less reliable.

The buffer index is calculated as:

$$\text{Buffer Index} = \frac{95^{th} \text{ percentile Travel Time} - \text{Average Travel Time}}{\text{Average Travel Time}}$$

The planning time index measures reliability by comparing travel times during some of the most congested conditions with travel times in free-flow, uncongested conditions. The planning time index is generally greater than or equal to one and increases as the roadway network becomes more congested and less reliable.

The planning time index is calculated as:

$$\text{Planning Time Index} = \frac{95^{th} \text{ percentile Travel Time}}{\text{Free-flow Travel Time}}$$

Both the buffer and planning time indices were calculated in 15-minute intervals during both peak periods using the INRIX data for Tuesdays through Thursdays in 2013. HRTPO staff determined the highest buffer and planning time indices during both the AM and PM Peak Periods, and these indices are included in **Appendices B and C**. Because many agencies report the planning time index for their reliability analyses – including FHWA (through the quarterly Urban Congestion Reports), Washington

DOT in their Gray Book, and the Texas Transportation Institute – the planning time index is the reliability measure that is primarily highlighted in this report.

Table 15 on page 48 shows the top 20 freeway segments and top 20 arterial segments in terms of highest planning time indices during the AM Peak Period. Most of the freeway segments with the highest planning time indices were approaches to the Downtown Tunnel, Hampton Roads Bridge-Tunnel, High Rise Bridge, and Midtown Tunnel. With a planning time index of 9.18, travel on I-264 Eastbound between Frederick Boulevard and Des Moines Avenue took more than nine times longer during the most congested periods than it did in uncongested, free-flow conditions.

The arterial segment with the highest planning time index (3.44) during the AM Peak Period was the northbound Midtown Tunnel. Other arterial segments with high planning time indices include sections of Northampton Boulevard, Indian River Road, Independence Boulevard, and Military Highway.

Table 16 on page 49 shows the top 20 freeway segments and top 20 arterial segments in terms of highest planning time indices during the PM Peak Period. The freeway segments with the highest planning time indices during the PM Peak Period were approaches to the Hampton Roads Bridge-Tunnel, Monitor-Merrimac Memorial Bridge Tunnel, Downtown Tunnel, and High Rise Bridge.

In terms of arterials, those with the highest planning time indices during the PM Peak Period include the Brambleton Avenue and Hampton Boulevard approaches to the Midtown Tunnel, Fourth View Street approaching I-64 westbound and the Hampton Roads Bridge-Tunnel, and sections of Indian River Road and Military Highway approaching the Gilmerton Bridge.

Appendix F-21 to F-24 contains maps showing the highest planning time index for each roadway segment during the AM and PM Peak Periods.

I-64 Approaching the High Rise Bridge Near I-464

Table 15 – Roadway Segments with the Highest Planning Time Index – 2013 AM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST PLANNING TIME INDEX
PORT	I-264	FREDERICK BLVD	DES MOINES AVE	EB	DT	9.18
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB	DT	8.64
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	8.31
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EB	HRBT	6.16
CHES	I-64	MILITARY HWY	GEORGE WASHINGTON HWY	WB	HIGH RISE	5.86
CHES	I-64	I-264 & 664	MILITARY HWY	WB	HIGH RISE	5.33
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	4.64
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	4.19
PORT	I-264	PORTSMOUTH BLVD	FREDERICK BLVD	EB	DT	4.13
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EB	MT	3.96
NOR	I-464	SOUTH MAIN ST	I-264	NB	DT	3.92
PORT	WESTERN FWY	CEDAR LN	WEST NORFOLK RD	EB	MT	3.87
NOR	I-64	CHESAPEAKE BLVD	TIDEWATER DR	WB	-	3.86
CHES/NOR	I-464	POINDEXTER ST	SOUTH MAIN ST	NB	DT	3.79
NOR/PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	I-464	EB	DT	3.78
NOR	I-64	NORVIEW AVE	CHESAPEAKE BLVD	WB	-	3.27
NOR	I-564	ADMIRAL TAUSSIG BLVD	INTERNATIONAL TERMINAL BLVD	NB	-	3.22
VB	I-64	GREENBRIER PKWY	INDIAN RIVER RD	WB	-	3.13
NOR/VB	I-64	INDIAN RIVER RD	I-264	WB	I-64/I-264	2.96
NOR	I-264	BRAMBLETON AVE	WATERSIDE/CITY HALL/TIDEWATER	WB	DT	2.82

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST PLANNING TIME INDEX
NOR/PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	BRAMBLETON AVE	NB	MT	3.44
NOR/VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	I-64	WB	-	3.14
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	3.02
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NB	-	2.90
VB	INDIAN RIVER RD	KEMPSVILLE RD	CENTERVILLE TNPK	WB	-	2.53
CHES	MILITARY HWY/GILMERTON BRIDGE	CANAL DR	BAINBRIDGE BLVD	EB	GILM	2.37
VB	INDIAN RIVER RD	PROVIDENCE RD	MILITARY HWY	WB	-	2.37
NOR/VB	NORTHAMPTON BLVD	I-64	DIAMOND SPRINGS RD	EB	-	2.36
VB	WITCHDUCK RD	PRINCESS ANNE RD	I-264	NB	-	2.28
CHES	BATTLEFIELD BLVD	CEDAR RD	GREAT BRIDGE BLVD/KEMPSVILLE RD	NB	-	2.23
HAM	MERCURY BLVD	I-64	POWER PLANT PKWY	WB	-	2.21
VB	INDEPENDENCE BLVD	I-264	BAXTER RD	SB	-	2.20
NOR	BRAMBLETON AVE	BOUSH ST	COLLEY AVE	WB	-	2.12
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	-	2.10
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EB	-	2.09
VB	MILITARY HWY	PROVIDENCE RD	INDIAN RIVER RD	NB	-	2.02
VB	WITCHDUCK RD	VA BEACH BLVD	I-264	SB	-	2.01
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LA SALLE AVE	EB	-	2.01
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EB	-	2.00
NOR	ST PAULS BLVD	BRAMBLETON AVE	I-264 RAMP/MACARTHUR MALL	SB	-	1.97

Source: HRTPO analysis of INRIX data.

The planning time index measures reliability by comparing travel times during some of the most congested conditions with travel times in free-flow, uncongested conditions. Planning Time Index = 95th percentile Travel Time/Free-flow Travel Time

In the following tables, the following abbreviations are used for high profile locations:
DT = Downtown Tunnel GILM = Gilmerton Bridge HIGH RISE = I-64 corridor in Chesapeake HRBT = Hampton Roads Bridge-Tunnel
I-64/I-264 = I-64/I-264 interchange area in Norfolk MMMBT = Monitor-Merrimac Mem. Bridge-Tunnel MT = Midtown Tunnel

Table 16 – Roadway Segments with the Highest Planning Time Index – 2013 PM PEAK PERIOD

Freeways

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST PLANNING TIME INDEX
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB	HRBT	10.00
NN	I-664	CHESTNUT AVE	23RD ST	SB	MMMBT	9.28
NOR	I-64	I-564/LITTLE CREEK RD	GRANBY ST	WB	HRBT	8.47
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EB	HRBT	8.35
NOR	I-264	BRAMBLETON AVE	WATERSIDE/CITY HALL/TIDEWATER	WB	DT	7.95
HAM	I-64	I-664	ARMISTEAD AVE	EB	HRBT	7.66
NN	I-664	23RD ST	TERMINAL AVE	SB	MMMBT	7.56
NOR	I-64	GRANBY ST	BAY AVE	WB	HRBT	6.83
NOR	I-264/BERKLEY BRIDGE	WATERSIDE/CITY HALL/TIDEWATER	I-464	WB	DT	6.68
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB	HRBT	6.11
CHES	I-64	BATTLEFIELD BLVD	I-464	EB	HIGH RISE	6.06
NOR	I-64	BAY AVE	4TH VIEW AVE	WB	HRBT	5.85
CHES	I-64	GREENBRIER PKWY	BATTLEFIELD BLVD	EB	HIGH RISE	5.28
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB	DT	4.91
NOR	I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	EB	-	4.52
NOR	I-64	GRANBY ST	I-564/LITTLE CREEK RD	EB	-	4.34
NOR/VB	I-64	INDIAN RIVER RD	I-264	WB	I-64/I-264	3.85
NOR	I-64	TIDEWATER DR	I-564/LITTLE CREEK RD	WB	HRBT	3.77
NOR	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EB	-	3.76
NOR	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EB	-	3.70

Arterials

JURIS-DICTION	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	HIGH PROFILE LOCATION	HIGHEST PLANNING TIME INDEX
NOR	BRAMBLETON AVE	COLLEY AVE	HAMPTON BLVD	WB	MT	3.72
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EB	-	3.65
CHES	MILITARY HWY	I-464	BAINBRIDGE BLVD	WB	GILM	3.56
NOR	4TH VIEW ST	OCEAN VIEW AVE	I-64	WB	HRBT	3.42
NOR	HAMPTON BLVD	21ST ST	BRAMBLETON AVE	SB	MT	3.37
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EB	-	3.30
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EB	-	3.04
JCC/WMB	ROUTE 199	JOHN TYLER HWY (RTE 5)	JAMESTOWN RD	EB	-	2.75
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	CEDAR RD	SB	-	2.73
NOR	HAMPTON BLVD	27TH ST	21ST ST	SB	MT	2.72
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NB	-	2.68
NOR/VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	I-64	WB	-	2.65
VB	INDIAN RIVER RD	PROVIDENCE RD	I-64	EB	-	2.49
VB	WITCHDUCK RD	I-264	PRINCESS ANNE RD	SB	-	2.43
CHES	GEORGE WASHINGTON HWY	I-64	MOSES GRANDY TR @ HINTON AVE	SB	-	2.41
VB	INDIAN RIVER RD	FERRELL PKWY	KEMPSVILLE RD	WB	-	2.36
NOR	ST PAULS BLVD	BRAMBLETON AVE	I-264 RAMP/MACARTHUR MALL	SB	-	2.36
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NB	-	2.32
NN	OYSTER POINT RD	CANON BLVD	JEFFERSON AVE	WB	-	2.29
CHES	BATTLEFIELD BLVD	I-64	VOLVO PKWY	SB	-	2.24

Source: HRTPO analysis of INRIX data.

The planning time index measures reliability by comparing travel times during some of the most congested conditions with travel times in free-flow, uncongested conditions. Planning Time Index = 95th percentile Travel Time/Free-flow Travel Time

In the following tables, the following abbreviations are used for high profile locations:
DT = Downtown Tunnel GILM = Gilmerton Bridge HIGH RISE = I-64 corridor in Chesapeake HRBT = Hampton Roads Bridge-Tunnel
I-64/I-264 = I-64/I-264 interchange area in Norfolk MMMBT = Monitor-Merrimac Mem. Bridge-Tunnel MT = Midtown Tunnel

RANKING OF CMP CONGESTED CORRIDORS

Given funding constraints, it is imperative that planners and officials select transportation projects that will be the most beneficial to the region. Therefore, HRTPO staff ranked CMP Congested Corridors accounting not only for the congestion measures shown previously in this report but also for several issues important to the HRTPO Board as reflected in the LRTP Project Prioritization Tool. These issues include freight movement, the military, and safety.

This section details the methodology used to determine which congested corridors throughout Hampton Roads would be analyzed in this CMP report.

CMP SEGMENT SCORING CRITERIA

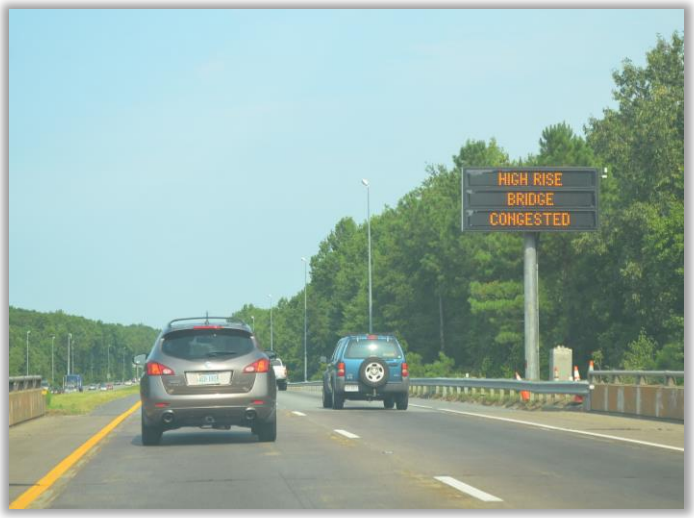
A variety of factors were considered for comparing congested locations. Based on an assessment of available data as well as discussions with other transportation professionals throughout the region, five factors were included in the "CMP Segment Scoring Criteria" as shown below.

CMP SEGMENT SCORING CRITERIA

1) Existing Congestion
2) Existing Truck Volumes
3) Future Truck Delay
4) Safety
5) National Highway System (NHS)/Military

Once these five criteria were selected, weights were applied to each criterion to produce scores for each congested roadway segment.

CMP roadway segments without INRIX speed data must have an Existing Level of Service (LOS) of E or F to be scored, while segments with INRIX speed data must have a travel time index (TTI) > 1.3 for freeways or TTI > 1.4 for arterials to be scored.



I-64 Westbound Approaching the High Rise Bridge

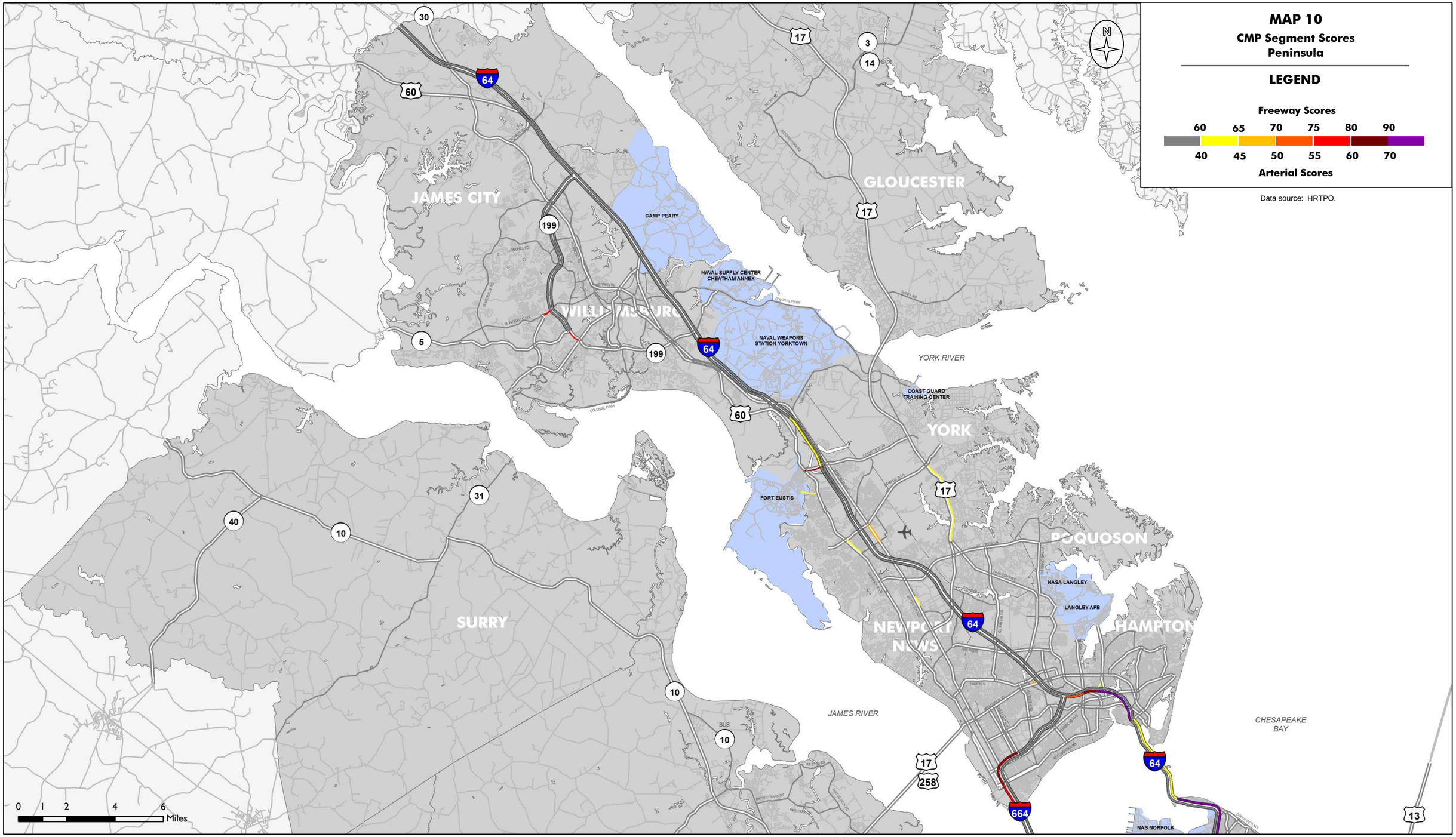
Each congested CMP Roadway Network segment was scored by direction for both the morning and afternoon peak periods, with a maximum score of 100 points available for each segment in each peak period. The highest of the AM Peak Period and PM Peak Period point totals was used as the CMP Segment Score.

Table 17 on page 51 shows the weights that were assigned to each of these five criteria. The CMP Segment Scores for each roadway segment were mapped to show the locations with the highest scores in Hampton Roads (**Maps 10 and 11** on pages 52-53). These roadway segments with the highest scores are the locations that are recommended to receive the highest priority for congestion mitigation. CMP Segment Scores for each roadway segment by direction are included in **Appendices E**.

Table 17 – CMP Segment Scoring Criteria

CMP PERFORMANCE MEASURES		With INRIX Speed Data				Without INRIX Speed Data		
		FREEWAYS		ARTERIALS		ARTERIALS		
		VALUE	SCORE	VALUE	SCORE	VALUE	SCORE	
Existing Congestion[1]	Levels of Congestion[2]	Travel Time Index (TTI)		Travel Time Index (TTI)		Hourly Peak Volume Per Lane		
(64 points max.)		≤ 1.15	0	≤ 1.2	0		LOS E	LOS F
		1.15 - 1.3	0	1.2 - 1.4	0	< 400	2	4
		1.3 - 1.5	10	1.4 - 1.6	6	400 - 600	4	8
		1.5 - 1.65	16	1.6 - 1.8	9	600 - 800	6	12
		1.65 - 1.8	22	1.8 - 2	12	800 - 1000	8	16
		> 1.8	28	> 2	16	1000 - 1200	10	20
						> 1200	12	24
				Potential for Intersection Congestion Alleviation (PICA)		HCM-Based Direction Hourly Volume/Capacity		
				≤ 0.1	0	< 1	2	
				0.1 - 0.2	2	1 - 1.1	8	
				0.2 - 0.3	4	1.1 - 1.2	10	
				0.3 - 0.4	6	1.2 - 1.3	12	
				0.4 - 0.5	9	1.3 - 1.4	14	
				> 0.5	12	> 1.4	16	
	Vehicle Delay	Vehicle Delay (Hrs/Mi)		Vehicle Delay (Hrs/Mi)		Hourly Peak Direction Volume		
		< 20	0	< 10	0		LOS E	LOS F
		20 - 40	2	10 - 20	2	< 800	2	4
		40 - 60	4	20 - 30	4	800 - 1200	4	8
		60 - 80	6	30 - 40	6	1200 - 1600	6	12
		80 - 100	8	40 - 50	8	1600 - 2000	8	16
		100 - 200	10	50 - 100	10	2000 - 2400	10	20
		> 200	12	> 100	12	> 2400	12	24
	Congestion Duration	# Severely Congested 15-Min Intervals		# Severely Congested 15-Min Intervals				
		0	0	0	0			
		1 - 4	3	1 - 4	3			
		5 - 8	6	5 - 8	6			
		9 - 12	9	9 - 12	9			
		> 13	12	> 13	12			
	Travel Time Reliability	Planning Time Index (PTI)		Planning Time Index (PTI)				
		≤ 1.5	0	≤ 1.5	0			
		1.5 - 2	2	1.5 - 2	2			
		2 - 2.5	4	2 - 2.5	4			
		2.5 - 3	6	2.5 - 3	6			
		3 - 3.5	8	3 - 3.5	8			
		3.5 - 4	10	3.5 - 4	10			
		> 4	12	> 4	12			
Existing Truck Volume[3]		Daily # of Trucks		Daily # of Trucks		Daily # of Trucks		
(6 points max.)		≤ 1000	0	≤ 500	0	≤ 500	0	
		1000 - 1500	2	500 - 1000	2	500 - 1000	2	
		1500 - 2000	4	1000 - 1500	4	1000 - 1500	4	
		> 2000	6	> 1500	6	> 1500	6	
Future Truck Volume[4]		20-Year Forecast Truck Delay (Hrs/Mi)		20-Year Forecast Truck Delay (Hrs/Mi)		20-Year Forecast Truck Delay (Hrs/Mi)		
(6 points max.)		< 10	0	< 5	0	< 5	0	
		10 - 20	2	5 - 10	2	5 - 10	2	
		20 - 30	4	10 - 15	4	10 - 15	4	
		> 30	6	> 15	6	> 15	6	
Safety[5]		Potential for Safety Improvement (PSI)		Potential for Safety Improvement (PSI)		Potential for Safety Improvement (PSI)		
(12 points max.)		≤ 0	0	≤ 0	0	≤ 0	0	
		0 - 2	2	0 - 2	2	0 - 2	2	
		2 - 4	4	2 - 4	4	2 - 4	4	
		4 - 6	6	4 - 6	6	4 - 6	6	
		6 - 8	8	6 - 8	8	6 - 8	8	
		8 - 10	10	8 - 10	10	8 - 10	10	
		> 10	12	> 10	12	> 10	12	
NHS/Military[6]		None	0	None	0	None	0	
(12 points max.)		NHS/Roadways Serving the Military	8	NHS/Roadways Serving the Military	8	NHS/Roadways Serving the Military	8	
		STRAHNET	12	STRAHNET	12	STRAHNET	12	

1 – Roadway segments were scored using the highest peak hour (AM or PM) for all of congestion performance measures.
2 – Roadway segments without INRIX speed data must have an Existing LOS of E or F to be scored. Segments with INRIX speed data must have a TTI > 1.3 for freeways or a TTI > 1.4 for arterials to be scored.
3 – Based on VDOT vehicle classification data. For those locations where truck data is not collect by VDOT, VDOT estimates were used.
4 – Results were used from HRTPO's Existing and Future Truck Delay in Hampton Roads (Sept 2013) & Positioning Hampton Roads for Freight Infrastructure Funding: MAP-21 and Beyond (Mar 2014) studies.
5 – For freeways, the segment's Potential for Safety Improvement (PSI) was used. For arterials, the maximum intersection PSI for the segment's end points was used.
6 – Methodology and scoring developed within HRTPO's Hampton Roads Military Transportation Needs Study: Highway Network Analysis (Sept 2011).


MAP 10
CMP Segment Scores
Peninsula
LEGEND
Freeway Scores
60 65 70 75 80 90
40 45 50 55 60 70
Arterial Scores
Data source: HRTPO.
JAMES CITY
GLOUCESTER
CAMP PEARY
NAVAL SUPPLY CENTER CHEATHAM ANNEX
NAVAL WEAPONS STATION YORKTOWN
YORK RIVER
COAST GUARD TRAINING CENTER
YORK
FORT EUSTIS
POQUOSON
NASA LANGLEY
LANGLEY AFB
NEWPORT NEWS
HAMPTON
SURRY
JAMES RIVER
CHESAPEAKE BAY
NAS NORFOLK
30
60
64
17
3
14
199
5
31
40
10
258
664
13
0 1 2 4 6
Miles

MAP 11

CMP Segment Scores
Southside

LEGEND

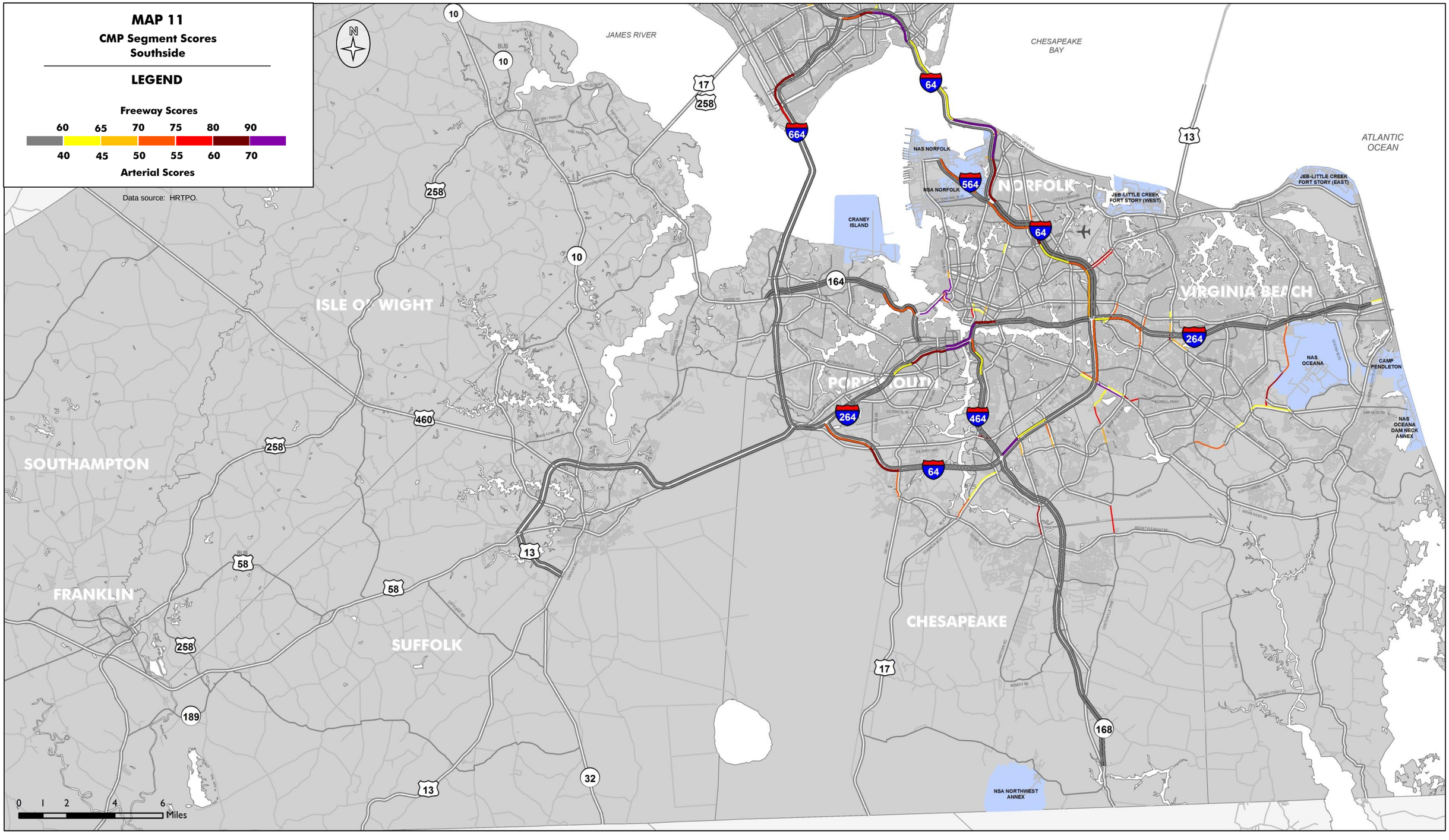
Freeway Scores

60 65 70 75 80 90

40 45 50 55 60 70

Arterial Scores

Data source: HRTPO.



After CMP Segment Scores were produced for each congested roadway segment in the region, high scoring segments were grouped into corridors for analysis purposes. Eighteen "CMP Congested Corridors" were created based on the location and proximity of each congested roadway segment. Then the CMP Congested Corridors were ranked based on the roadway segments with the highest CMP Segment Scores. These ranked CMP Congested Corridors – including the Top 6 Freeways and Top 12 Arterials – are shown in **Table 18** and **Map 12** on page 55.

Fourteen of the eighteen CMP Congested Corridors are examined in detail in the Application of Strategies to CMP Congested Corridors section, which begins on page 80. One of the freeway corridors (Downtown Tunnel/Berkley Bridge) and three of the arterial corridors (Midtown Tunnel/Western Freeway, Fort Eustis Boulevard, and Military Highway) are not included in the detailed CMP Congested Corridor analysis. Tolls at the Midtown and Downtown Tunnels have greatly reduced congestion at those facilities, and HRTPO staff will be analyzing these corridors in detail as part of the *Analyzing and Mitigating the Impact of Tolls at the Midtown and Downtown Tunnels* study later in 2014. Fort Eustis Boulevard and Military Highway had high scores because of bridge construction projects that temporarily reduced capacity on these roadways. Another roadway on the list – Northampton Boulevard – was impacted by construction during 2013 that resulted in a lane reduction in the eastbound direction. Those congested roadways that did not make the CMP Congested Corridors list should be considered for further study, including future CMP report updates.

Freeways

Rank	Jurisdiction	CMP Congested Corridor
1	HAM/NOR	Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564
		- 4th View St from I-64 to Ocean View Ave
2	NOR/PORT/ CHES	Downtown Tunnel/Berkley Bridge (I-264/I-464)[1]
		- I-264 from Portsmouth Blvd to Brambleton Ave
		- I-464 from Poindexter St to I-264
		- St. Pauls Blvd from I-264 Ramp to Brambleton Ave
3	CHES	I-64/High Rise Bridge from I-264 & I-664 (Bowers Hill) to Greenbrier Pkwy
4	NN	Monitor-Merrimac Mem. Bridge-Tunnel (I-664) from Terminal Ave to Chestnut Rd
5	NOR/VB	I-64 (Norfolk/VA Beach) from I-564 to Indian River Rd
6	NOR	I-564 (Norfolk) from International Terminal Blvd to Admiral Taussig Blvd

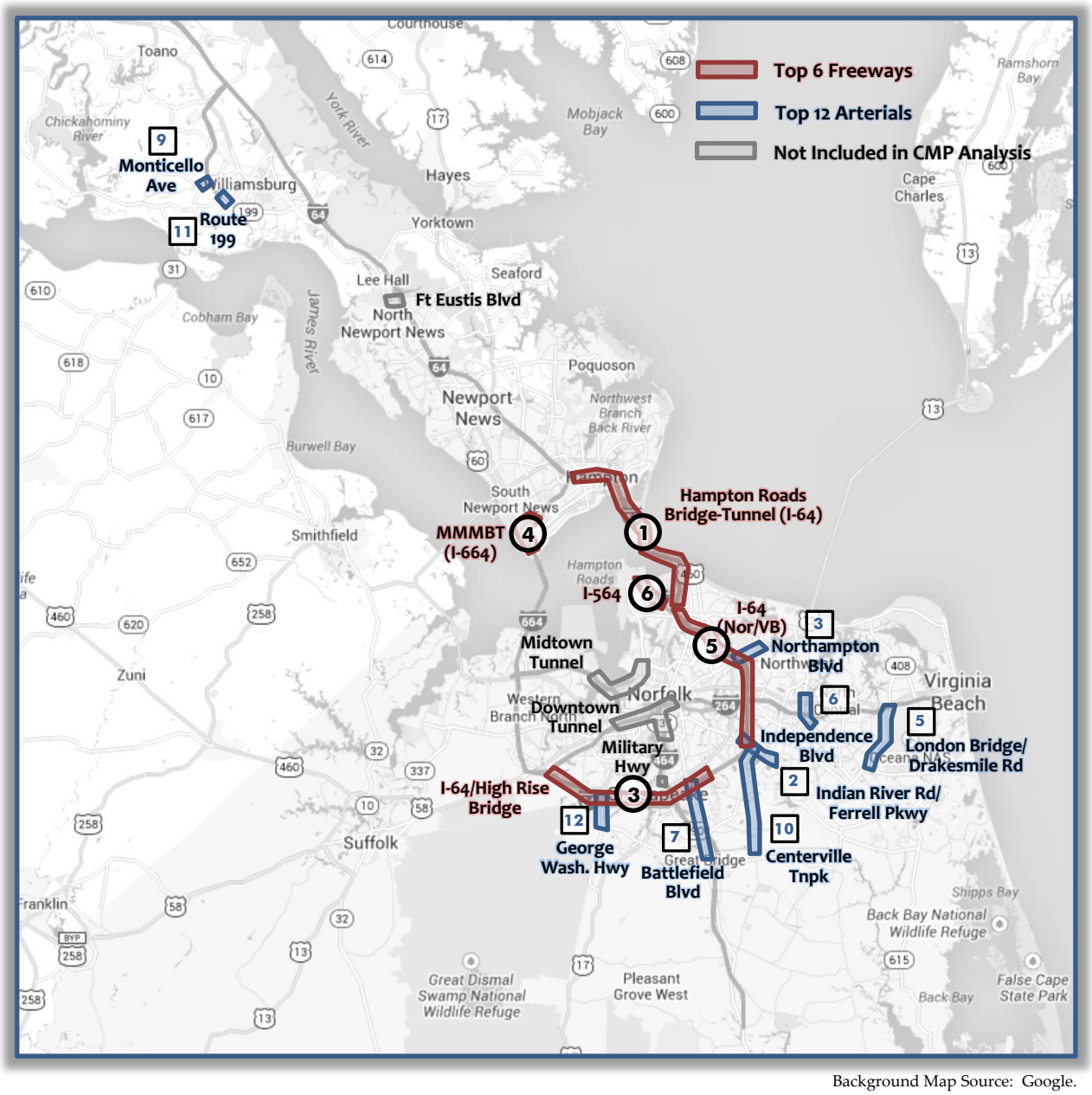
Arterials

Rank	Jurisdiction	CMP Congested Corridor
1	NOR/PORT	Midtown Tunnel/Western Fwy from West Norfolk Rd to Brambleton Ave[1]
		- Hampton Blvd from 27th St to Brambleton Ave
		- Brambleton Ave from Colley Ave to Hampton Blvd
2	VB	Indian River Rd/Ferrell Pkwy from Providence Rd to Indian Lakes Blvd
3	NOR/VB	Northampton Blvd from I-64 to Diamond Springs Rd[3]
4	NN	Fort Eustis Blvd from Warwick Blvd to I-64[2]
5	VB	London Bridge Rd/Drakesmile Rd from Dam Neck Rd to Virginia Beach Blvd
6	VB	Independence Blvd from Holland Rd to Jeanne St
7	CHES	Battlefield Blvd from Cedar Rd to I-64
8	CHES	Military Hwy from Bainbridge Blvd to I-464[2]
9	JCC	Monticello Ave from News Rd to Route 199
10	CHES/VB	Centerville Tnpk from Mt Pleasant Rd to Indian River Rd
11	JCC/WMB	Route 199 from John Tyler Hwy (Rte 5) to Jamestown Rd
12	CHES	George Washington Hwy from Moses Grandy Trail to I-64

Table 18 – CMP Congested Corridors

1 - Not included in the CMP analysis due to tolls imposed in February 2014.
2 - Not included in the CMP analysis due to bridge construction projects.
3 - Corridor impacted by construction during the CMP analysis period (2013).

Map 12 – CMP Congested Corridors



Background Map Source: Google.

CONGESTION MITIGATION STRATEGIES

The previous section ranked congested segments in the Hampton Roads CMP Roadway Network in order to determine the list of CMP Congested Corridors that would be further analyzed in this report. This section provides a generalized Congestion Mitigation Strategy "Toolbox" and highlights various strategies that are currently used in Hampton Roads. These strategies will be applied to the CMP Congested Corridors in the next section.

CONGESTION MITIGATION STRATEGY "TOOLBOX"

As a part of the CMP, a "toolbox" of specific congestion mitigation measures has been assembled to promote strategic solutions involving all modes of transportation, better land development, and more efficient use of the existing transportation system as required by federal CMP regulations.

HRTPO GENERAL CONGESTION MITIGATION STRATEGIES

1) Eliminate Person Trips or Reduce VMT
2) Shift Trips from Automobile to Other Modes
3) Shift Trips from SOV to HOV
4) Improve Roadway Operations
5) Add Capacity

During the strategy evaluation process, it is important to consider using the strategies listed above in the order presented in a "top-down" approach that would examine strategies to eliminate or shift automobile trips or improve roadway operations prior to adding capacity. Given today's budgetary constraints, it is imperative to first investigate strategies that utilize the existing capacity of the transportation network. It is also important for regional decision makers, planners, engineers, and other agencies involved with transportation to communicate and coordinate their efforts on a regular basis to solve existing problems and mitigate future congestion in Hampton Roads.

Table 19 below provides a detailed description of all five strategies contained in the Congestion Mitigation

Table 19 – Congestion Mitigation Strategy "Toolbox"

Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**
	1-1 Land Use Policies/Regulations Encourage more efficient patterns of commercial or residential development in defined areas. Specific land use policies and/or regulations that could significantly decrease both the total number of trips and overall trip lengths, as well as making transit use, bicycling and walking more viable include, but are not limited to the following: · Encouraging development in existing centers and/or communities (i.e. infill development) · Discouraging development outside of designated growth areas · Promoting higher density and mixed uses in proximity to existing or planned transit service · Establishing a policy for new and existing subdivisions to include sidewalks, bike paths, and transit facilities where appropriate
	Congestion/Value Pricing
	1-2 Road User Fees/HOT Lanes Includes area-wide pricing fees, time-of-day/congestion pricing and tolls. Most appropriately applied to freeways and expressways. Requires infrastructure to collect user fees. High Occupancy Toll (HOT) lanes – combines HOV and pricing strategies by allowing single occupancy vehicles to gain access to HOV lanes by paying a toll.
	1-3 Parking Fees Market-based strategy designed to modify mode choice by imposing higher costs for parking private automobiles. Most appropriately applied to parking facilities in urban environments.
	Transportation Demand Management
	1-4 Telecommuting Encouraging employers to consider telecommuting options full- or part-time to reduce travel demand.
	1-5 Employee Flextime Benefits/Compressed Work Week Encouraging employers to consider allowing employees to maintain a flexible schedule - thus allowing the employee the option to commute during non-peak hours.

Table 19 – Congestion Mitigation Strategy "Toolbox" (continued)

Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	Includes heavy rail, commuter rail, and light rail services. Most appropriately applied in a dense context serving a major employment center.
	2-2 Exclusive Right-of-Way - New Bus Facilities	Includes Busway, Bus Only Lanes, Bus Pull-Out Bays, and Bus Bypass Ramps. Most appropriately applied to freeways and expressways with high existing transit ridership rates.
	2-3 Ferry Services	Implement ferry services and supporting facilities.
	2-4 Fleet Expansion	Expansion of existing rail, bus, and/or ferry capacity to provide increased service.
	2-5 Improved Intermodal Connections	Improve the efficiency and functionality of intermodal connectors (i.e. expanded parking/improved access to stations) where several modes of transportation are physically and operationally integrated.
	2-6 Improved/Increased Park & Ride Facilites & Capital Improvements	Improve existing facilities and identify new locations.
	Public Transit Operational Improvements	
	2-7 Service Expansion	Includes increased service frequency/area, special events, and accomodations for persons with disabilities.
	2-8 Traffic Signal Preemption	Improve traffic flow for transit vehicles traveling through signalized intersections.
	2-9 Improved Transit Performance	Includes electronic fare payment, ticket vending machines, eliminating/consolidating stops, express transit routes, and improved transfers.
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	Includes system-wide reducitons, off-peak discounts and deep discount programs.
	2-11 Transit Information Systems	Improved in-vehicle and station information systems to improve the dissemination of transit-related information to the user.
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	Includes on-road facilities, pathways, and greenways.
	2-13 Bicycle Storage Systems	Providing safe and secure places for bicyclists to store their bicycles.
	2-14 Improved/Expanded Pedestrian Network	Includes sidewalks, pedestrian signals and signs, crosswalks, overpasses/tunnels, pedestrian only zones, countdown signals, street lighting, greenways, and walkways.
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	Most appropriate for freeways and expressways.
	3-2 HOV Toll Savings	Preferential pricing to multi-occupant vehicles. Requires infrastructure to administer toll collection.
	Transportation Demand Management	
	3-3 Rideshare Matching Services	Providing carpool/vanpool matching, ridesharing information resources and services, car sharing, and guaranteed ride programs.
	3-4 Vanpool/Employer Shuttle Program	Organizing groups of commuters to travel together in a passenger van or employer-provided shuttle on a regular basis.
	3-5 Trip Reduction Program	Organizing groups (i.e. employers) that offer tax incentives, commuter rewards, or transit subsidies on a regular basis.
	3-6 Parking Management	Preferential parking is a low-cost incentive that can be used to encourage the utilization of alternative commute modes, such as carpooling and vanpooling.

Table 19 – Congestion Mitigation Strategy "Toolbox" (continued)

Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**
	4-1 Geometric Improvements Improvements to roadway and intersection geometrics to improve overall efficiency and operation.
	4-2 Intersection Turn Restrictions Providing intersections turn restrictions to reduce conficts and increase overall intersection performance.
	4-3 Intersection Signalization Improvements Improving signal operations through re-timing signal phases, adding signal actuation, event/holiday timing plans, emergency vehicle preemption etc.
	4-4 Coordinated Intersections Signals Improving traffic signal progression along identified corridors.
	4-5 Roadway Environment Includes improvements in pavement markings, pavement condition, pavement reflectors, signage, rumble strips, guardrails, line-of-sight clearances, roadway lighting, etc. that improve roadway operations and congestion.
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS) Utilizing the latest technology to assist in congestion mitigation, information dissemination, and traffic planning efforts. Examples include road sensors, video detection, changeable message signs, SMART Tag (electronic toll), red light enforcement equipment, truck height/weight enforcement technologies, fiber optic network, ITS data archives, 511 Traveler service, and Smart Travel Laboratories.
	4-7 Reversible Lanes Reversible Lane Systems enable the maximum use of roadways with heavy directional distribution of traffic by changing the direction of the individual travel lanes. Lane control signs, displayed well in advance of a merge, are often used to close lanes with lower traffic volume and open additional lanes for higher volume.
	4-8 Freight Policies and Improvements Includes delivery hour restrictions, truck lane restrictions, truck route signage and enforcement, truck route diversion, truck only lanes, bridge lift restrictions, rail improvements, intermodal yards, reducing truck delay, system-wide freight planning etc.
	4-9 Incident Management, Detection, Response & Clearance Utilize traveler radio, travel alert notification (via e-mail, fax, etc.), and general public outreach to enhance incident-related information dissemination.
	4-10 Construction Management Minimizing congestion caused by roadway maintenance and construction, and alert travelers to construction activities.
	4-11 Elimination of Bottlenecks Eliminating high-traffic areas where one or more travel lane(s) is dropped.
	4-12 Ramp Metering Metering vehicular access to a freeway during peak periods to optimize the operational capacity of the freeway.
	4-13 Access Control and Connectivity Reduction or elimination of "side friction", especially from driveways via traffic engineering, regulatory techniques, and purchase of property rights. Also includes connections between properties, developments, and roadways.
	4-14 Median Control Addition of medians with turn bays via traffic engineering and regulatory techniques.
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**
	5-1 Freeway Lanes Increasing the capacity of congested freeways through additional travel lanes.
	5-2 Arterial lanes Increasing the capacity of congested arterials through additional travel lanes.
	5-3 Interchanges Improving Interchange design to allow smoother traffic flow to/from arterials.
	5-4 Improve Alternate Routes Constructing new roadways or increasing the capacity of other roadways that will decrease demand on congested existing facilities.

Strategy "Toolbox"[1]. It also provides examples and ways to apply these strategies to reduce overall congestion. Most of the congestion mitigation strategies are intended to be applied to individual corridors; however, there are several strategies that may be applied to the entire region.

The Hampton Roads region is already implementing many of these congestion mitigation strategies through state, regional, and local initiatives. The following section describes these strategies and their local application.

LAND USE AND ACTIVITY CENTERS

(Included in Strategy #1)

One strategy to mitigate congestion is to plan for and manage urban land use and growth patterns. Encouraging more efficient commercial and residential growth patterns can reduce both the number of trips as well as overall trip lengths. Since land use decisions are generally made at the local level, jurisdictions within Hampton Roads are encouraged to keep growth management strategies in mind. Land development strategies oftentimes incorporate public transit, bicycling, and walking, which help areas manage transportation demand and meet air quality conformity standards. Some examples of land use strategies include transit-oriented development, densification and infill strategies, and encouragement of mixed-use development.

Recently, several jurisdictions in Hampton Roads have planned and constructed high density mixed-use activity centers offering an assortment of modern offices, shops, entertainment, restaurants, apartments and condos in a single area. These developments offer residents a vibrant, livable community in which they can live, work, and play. Activity centers that are currently open and/or under development include: The Town Center of Virginia Beach, City Center at Oyster Point (Newport News), Port Warwick (Newport News), Downtown Norfolk/Ghent (Norfolk), Downtown Portsmouth (Portsmouth), Coliseum Central/Peninsula Town Center (Hampton), Portsmouth City Center, Harbour View Station Town Center and Marketplace (Suffolk), Towne Place at Greenbrier (Chesapeake), and New Town (Williamsburg). Currently, many of these activity centers are destination points for residents living in the immediate area and those traveling by automobile. Some locations, such as the Town Center of Virginia Beach and City Center at Oyster Point, already have plans to incorporate future transit lines such as light rail. Making connections between these locations and other high-density locations (i.e. downtown Norfolk and Virginia Beach Oceanfront) throughout the region via public transportation may reduce the number and length of overall auto trips in Hampton Roads.

PUBLIC TRANSPORTATION

(Included in Strategy #2)

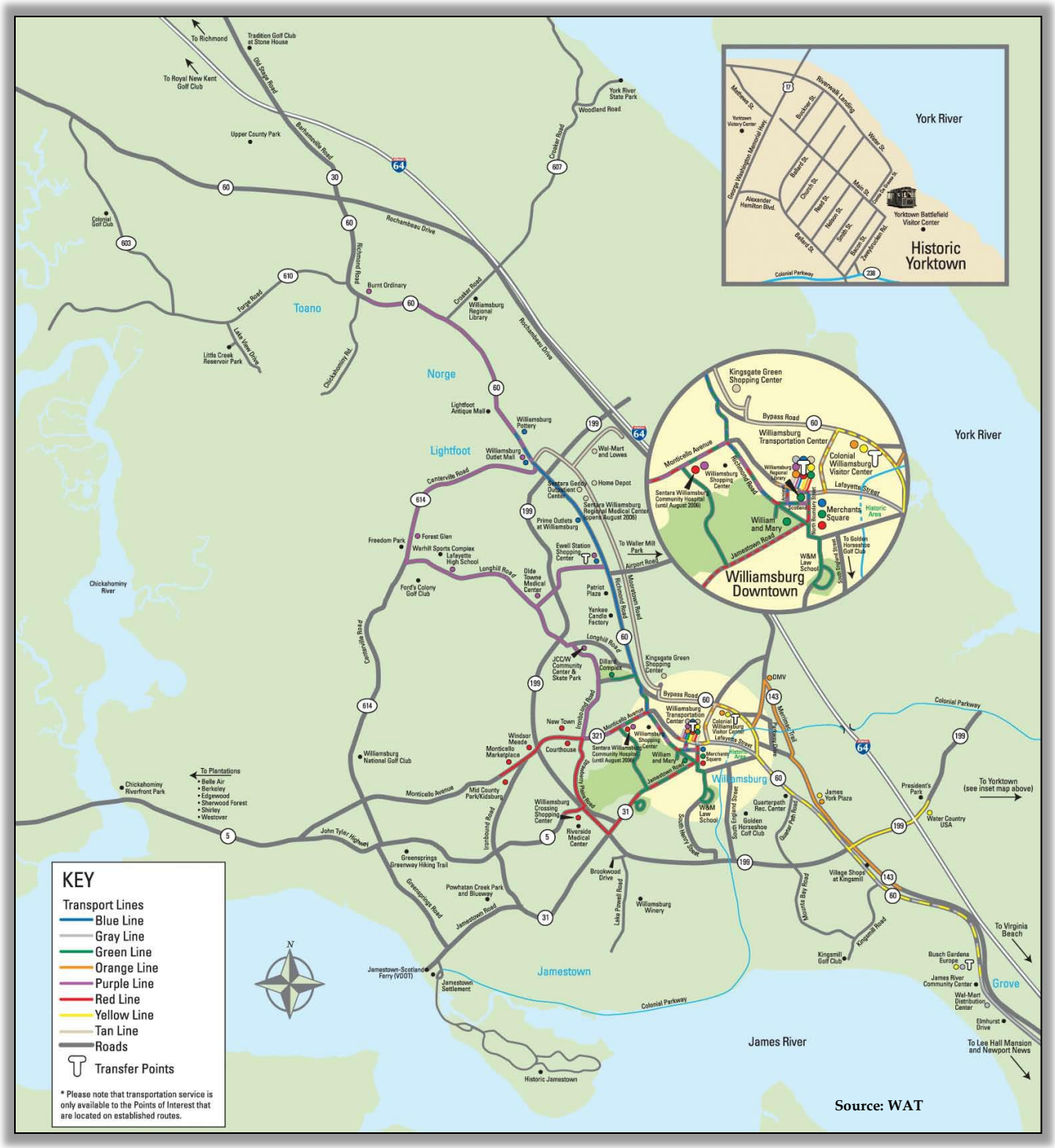
Public transportation is an integral component of addressing congestion in both the near-term and long-term. Transit services offer a means of transportation for lower income populations as well as a cost-effective alternative to single occupant vehicles that can reduce the overall number of vehicles on the transportation network. Public transit capital improvements along a fixed route or guideway can lead to transit-oriented land development/redevelopment, which can in turn boost ridership and overall success of the program. Transit vehicles, particularly buses that share local roadways, are vulnerable to congestion, limiting transit's ability to maintain and attract new riders. For this reason, it is important to make roadway improvements and accommodations for transit routes. Over the long term, public transit can be a sustainable congestion mitigation strategy, shortening trip lengths from origins to destinations and moving more residents using fewer vehicles. The *Hampton Roads Regional Transit Vision Plan*[2] has recently been developed and can be used as a planning tool for mitigating regional congestion through transit improvements.

[1] Primary Source: Wilmington Area Planning Council (WILMAPCO), 2012 Congestion Management System.

[2] Hampton Roads Regional Transit Vision Plan, Virginia Department of Rail and Public Transportation, Hampton Roads Transit, Williamsburg Area Transit Authority, Final Report, February 2011.

Williamsburg Area Transport

Williamsburg Area Transport (WAT) provides public transportation services in James City County, the City of Williamsburg, and northern York County. WAT's primary objective is to "ensure that services meet the social and business needs of the community by providing a seamless coordinated regional transit system serving residents, visitors, and students through fixed routes and transportation service for the disabled." WAT currently operates nine bus routes and one trolley route seven days a week. **Map 13** shows the existing WAT transit routes. Visit www.gowata.org for more information.



Map 13 – Williamsburg Area Transport (WAT) Routes

Virginia Regional Transit (Suffolk)

In January 2012, Virginia Regional Transit began providing public transportation service in the city of Suffolk. The system – which currently includes 6 routes and operates 12 hours a day, 5 days a week – is provided by Virginia Regional Transit through a contract with the city.

Hampton Roads Transit

Hampton Roads Transit (HRT) is the largest public transportation agency for the Hampton Roads region, serving a population of more than 1.3 million in the cities of Chesapeake, Hampton, Norfolk, Newport News, Portsmouth, and Virginia Beach. HRT's mission is to serve the community through high quality, safe, efficient and sustainable regional transportation services.

HRT currently offers the following transit services:

- Fixed Regular Bus Routes in Hampton Roads – 35 (Southside) and 21 (Peninsula)
- Peninsula Commuter Service – Express bus service to major employers (7 Routes)
- MAX (Metro Area Express) – Express Bus Service (7 Routes with faster speeds and limited stops)
- VB Wave Shuttle System – Serving Virginia Beach resort area (3 Seasonal Routes)
- Paratransit/Handi-Ride – Service available for persons with disabilities
- Elizabeth River Ferry – Serving Downtown Norfolk and Olde Towne Portsmouth
- TRAFFIX – Providing transportation alternatives
- Google Trip Planner

Maps 14 and **15** on pages 62-63 show the HRT system for the Hampton Roads Peninsula and Southside. Visit www.gohrt.com for more information on HRT services.

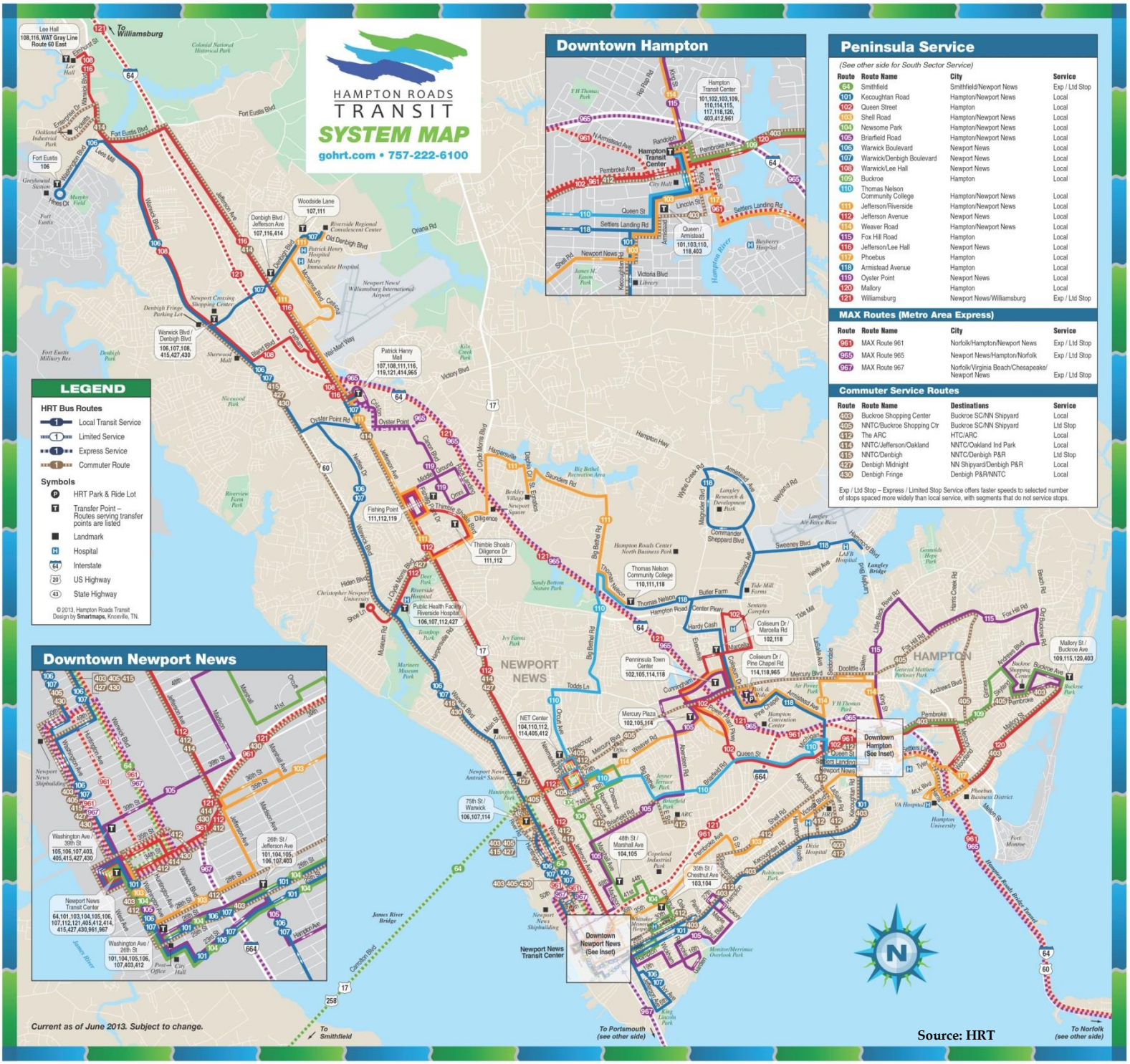
The Tide

"The Tide" light rail system in Norfolk, Virginia began operating on August 19, 2011. It currently extends 7.4 miles from the Eastern Virginia Medical Center through downtown Norfolk, and continues along the former Norfolk Southern right-of-way adjacent to I-264 to Newtown Road. The Tide is served by eleven stations and four park and ride lots. It also provides access to major destination areas such as Norfolk State University, Tidewater Community College (Norfolk Campus), Harbor Park, City Hall, MacArthur Center, and the Sentara Norfolk General Hospital. **Map 16** on page 64 shows the Tide route and stations.

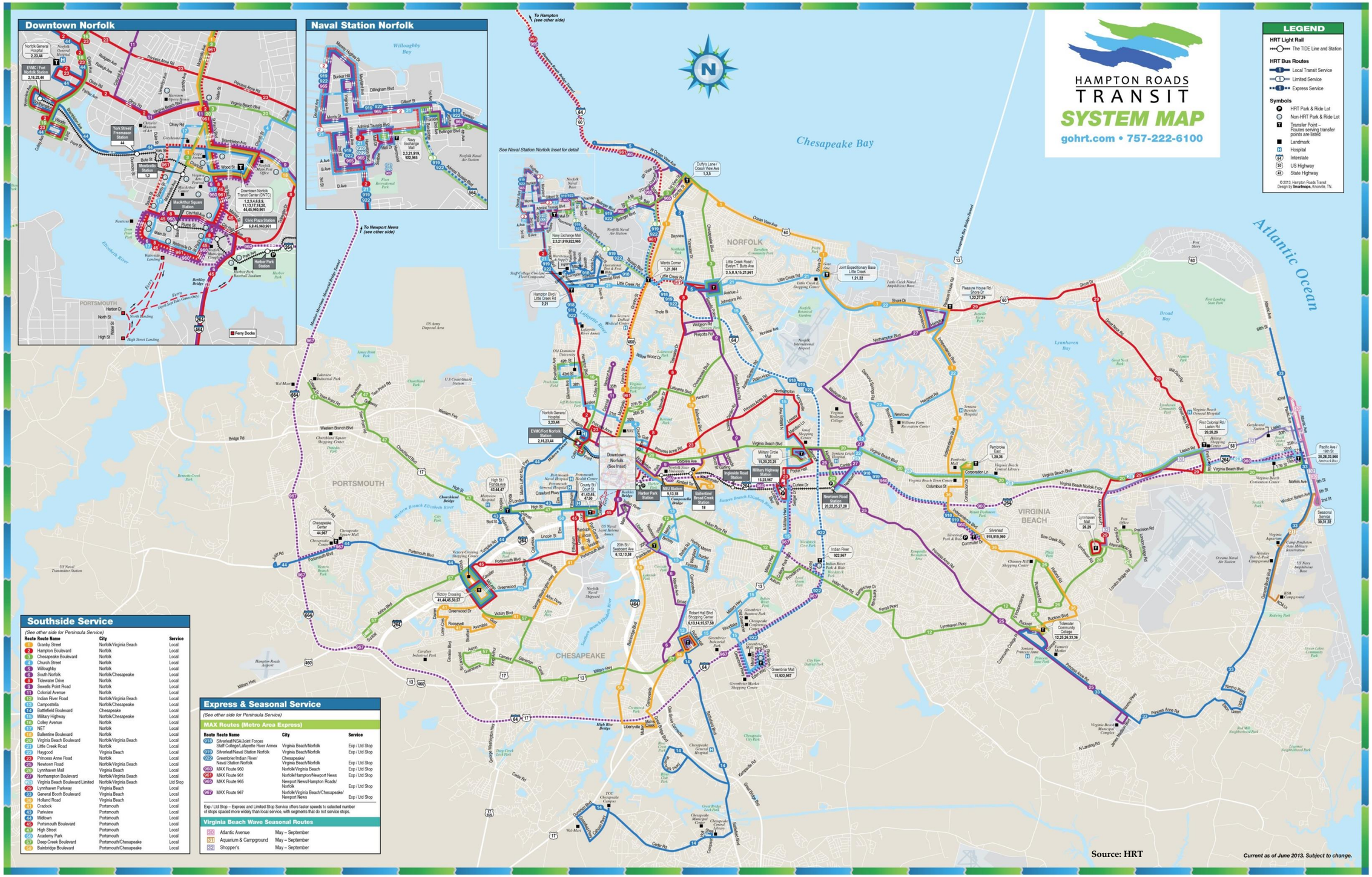
Tide trains generally run every 15 minutes – 10 minutes during peak periods and every 30 minutes during early weekend mornings and late evenings. Service is provided from 6 am through 10 pm Monday-Thursday, 6 am through midnight Friday-Saturday, 7 am through 9 pm on Sundays, and 9 am through 9 pm on holidays.

Tickets can be purchased to ride the Tide at ticket vending machines, at select retail outlets, and online. One-way Tide tickets can only be purchased from ticket vending machines, and they expire 90 minutes from the time of purchase.

The Tide


HAMPTON ROADS TRANSIT
SYSTEM MAP
gohrt.com • 757-222-6100
Downtown Hampton
Peninsula Service
(See other side for South Sector Service)
Route | Route Name | City | Service
64 Smithfield | Smithfield/Newport News | Exp / Ltd Stop
101 Kecoughtan Road | Hampton/Newport News | Local
102 Queen Street | Hampton | Local
103 Shell Road | Hampton/Newport News | Local
104 Newsome Park | Hampton/Newport News | Local
105 Briarfield Road | Hampton/Newport News | Local
106 Warwick Boulevard | Newport News | Local
107 Warwick/Denbigh Boulevard | Newport News | Local
108 Warwick/Lee Hall | Newport News | Local
109 Buckroe | Hampton | Local
110 Thomas Nelson Community College | Hampton/Newport News | Local
111 Jefferson/Riverside | Hampton/Newport News | Local
112 Jefferson Avenue | Newport News | Local
114 Weaver Road | Hampton/Newport News | Local
115 Fox Hill Road | Hampton | Local
116 Jefferson/Lee Hall | Newport News | Local
117 Phoebus | Hampton | Local
118 Armistead Avenue | Hampton | Local
119 Oyster Point | Newport News | Local
120 Mallory | Hampton | Local
121 Williamsburg | Newport News/Williamsburg | Exp / Ltd Stop
MAX Routes (Metro Area Express)
Route | Route Name | City | Service
961 MAX Route 961 | Norfolk/Hampton/Newport News | Exp / Ltd Stop
965 MAX Route 965 | Newport News/Hampton/Norfolk | Exp / Ltd Stop
967 MAX Route 967 | Norfolk/Virginia Beach/Chesapeake/Newport News | Exp / Ltd Stop
Commuter Service Routes
Route | Route Name | Destinations | Service
405 | Buckroe Shopping Center | Buckroe SC/NN Shipyard | Local
405 | NNTC/Buckroe Shopping Ctr | Buckroe SC/NN Shipyard | Ltd Stop
412 | The ARC | HTC/ARC | Local
414 | NNTC/Jefferson/Oakland | NNTC/Oakland Ind Park | Local
415 | NNTC/Denbigh | NNTC/Denbigh P&R | Ltd Stop
427 | Denbigh Midnight | NN Shipyard/Denbigh P&R | Local
430 | Denbigh Fringe | Denbigh P&R/NNTC | Local
Exp / Ltd Stop – Express / Limited Stop Service offers faster speeds to selected number of stops spaced more widely than local service, with segments that do not service stops.
LEGEND
HRT Bus Routes
Local Transit Service
Limited Service
Express Service
Commuter Route
Symbols
HRT Park & Ride Lot
Transfer Point – Routes serving transfer points are listed
Landmark
Hospital
Interstate
US Highway
State Highway
© 2013, Hampton Roads Transit
Design by Smartmaps, Knoxville, TN.
Downtown Newport News
NEWPORT NEWS
HAMPTON
Current as of June 2013. Subject to change.
To Smithfield
To Portsmouth (see other side)
To Norfolk (see other side)
Source: HRT

Map 14 – Hampton Roads Transit (HRT) System Map - Peninsula


HAMPTON ROADS TRANSIT
SYSTEM MAP
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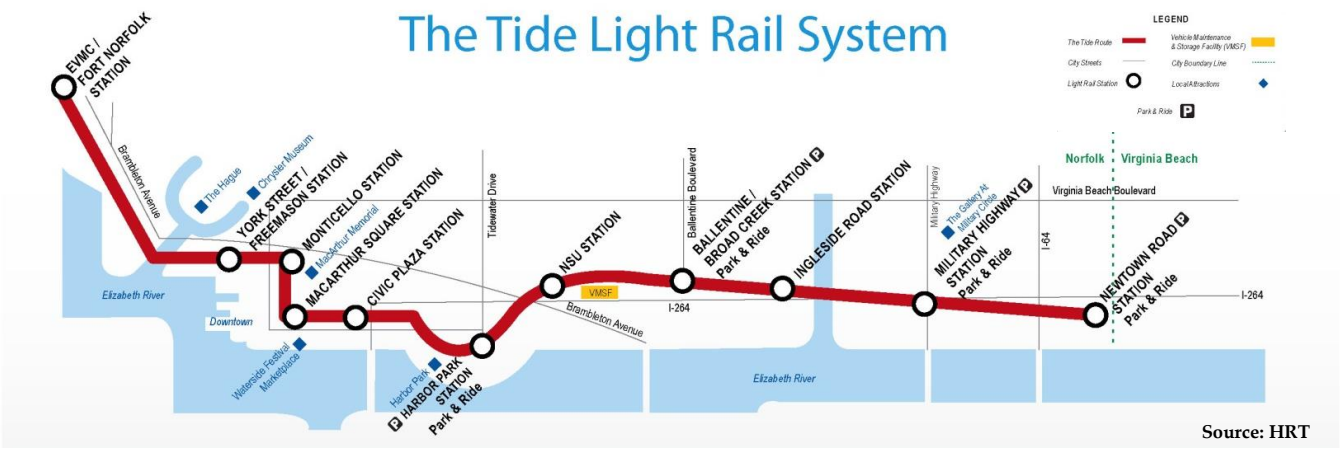
LEGEND
HRT Light Rail
The TIDE Line and Station
HRT Bus Routes
Local Transit Service
Limited Service
Express Service
Symbols
HRT Park & Ride Lot
Non-HRT Park & Ride Lot
Transfer Point – Routes serving transfer points are listed
Landmark
Hospital
Interstate
US Highway
State Highway
© 2013, Hampton Roads Transit
Design by Smartmaps, Knoxville, TN.
Downtown Norfolk
Naval Station Norfolk
See Naval Station Norfolk Inset for detail
To Hampton (see other side)
To Newport News (see other side)
Chesapeake Bay
Atlantic Ocean
NORFOLK
PORTSMOUTH
CHESAPEAKE
VIRGINIA BEACH
Ferry Docks
Southside Service
(See other side for Peninsula Service)
Route Route Name City Service
1 Granby Street Norfolk/Virginia Beach Local
2 Hampton Boulevard Norfolk Local
3 Chesapeake Boulevard Norfolk Local
4 Church Street Norfolk Local
6 Willoughby Norfolk Local
7 South Norfolk Norfolk/Chesapeake Local
8 Tidewater Drive Norfolk Local
11 Sewells Point Road Norfolk Local
15 Colonial Avenue Norfolk Local
16 Indian River Road Norfolk/Virginia Beach Local
18 Campostella Norfolk/Chesapeake Local
19 Battlefield Boulevard Chesapeake Local
20 Military Highway Norfolk/Chesapeake Local
21 Colley Avenue Norfolk Local
22 NET Norfolk Local
23 Ballentine Boulevard Norfolk Local
26 Virginia Beach Boulevard Norfolk/Virginia Beach Local
27 Little Creek Road Norfolk Local
29 Haygood Virginia Beach Local
30 Princess Anne Road Norfolk Local
36 Newtown Road Norfolk/Virginia Beach Local
39 Lynnhaven Mall Virginia Beach Local
40 Northampton Boulevard Norfolk/Virginia Beach Local
46 Virginia Beach Boulevard Limited Norfolk/Virginia Beach Ltd Stop
47 Lynnhaven Parkway Virginia Beach Local
50 General Booth Boulevard Virginia Beach Local
58 Holland Road Virginia Beach Local
61 Cradock Portsmouth Local
62 Parkview Portsmouth Local
63 Midtown Portsmouth Local
65 Portsmouth Boulevard Portsmouth Local
67 High Street Portsmouth Local
68 Academy Park Portsmouth Local
97 Deep Creek Boulevard Portsmouth/Chesapeake Local
98 Bainbridge Boulevard Portsmouth/Chesapeake Local
Express & Seasonal Service
(See other side for Peninsula Service)
MAX Routes (Metro Area Express)
Route Route Name City Service
910 Silverleaf/NSA/Joint Forces Staff College/Lafayette River Annex Virginia Beach/Norfolk Exp / Ltd Stop
910 Silverleaf/Naval Station Norfolk Virginia Beach/Norfolk Exp / Ltd Stop
922 Greenbrier/Indian River/ Naval Station Norfolk Chesapeake/ Virginia Beach/Norfolk Exp / Ltd Stop
960 MAX Route 960 Norfolk/Virginia Beach Exp / Ltd Stop
961 MAX Route 961 Norfolk/Hampton/Newport News Exp / Ltd Stop
965 MAX Route 965 Newport News/Hampton Roads/ Norfolk Exp / Ltd Stop
967 MAX Route 967 Norfolk/Virginia Beach/Chesapeake/ Newport News Exp / Ltd Stop
Exp / Ltd Stop – Express and Limited Stop Service offers faster speeds to selected number of stops spaced more widely than local service, with segments that do not service stops.
Virginia Beach Wave Seasonal Routes
30 Atlantic Avenue May – September
31 Aquarium & Campground May – September
32 Shopper's May – September
Source: HRT
Current as of June 2013. Subject to change.

Map 15 – Hampton Roads Transit (HRT) System Map - Southside



Source: HRT

Map 16 – The Tide Light Rail System (Norfolk) Map

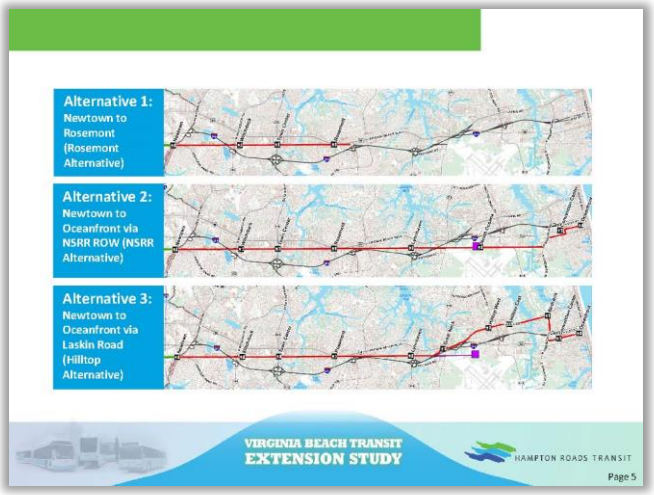
HRT Transit Extension Studies

HRT is currently conducting two transit extension studies – the Naval Station Norfolk Transit Extension Study and the Virginia Beach Transit Extension study.

HRT and the City of Norfolk are in the early phases of the corridor planning process for a possible transit extension from The Tide to Naval Station Norfolk. The work will define and analyze potential routes and transit modes. **Figure 14** shows possible alignment concepts that have been developed for this extension.

On November 6, 2012, Virginia Beach voters approved a non-binding referendum in support of expanding light rail to Virginia Beach by a 62% majority. Based on this approval, HRT is conducting the Virginia Beach Transit Extension Study to examine the best transit options for the former Norfolk Southern railroad right of way in Virginia Beach. The right of way runs from the end of the Tide at Newtown Road along the I-264 corridor to Birdneck Road. The study includes options for extending transit services east of Birdneck Road to 19th Street at the Oceanfront and for service to the Laskin Road corridor.

More information on the Naval Station Norfolk Transit Extension Study is available at http://www.gohrt.com/nsntes, and the Virginia Beach Transit Extension Study at http://www.gohrt.com/about/development/vbtes.


Alternative 1: Newtown to Rosemont (Rosemont Alternative)
Alternative 2: Newtown to Oceanfront via NSRR ROW (NSRR Alternative)
Alternative 3: Newtown to Oceanfront via Laskin Road (Hilltop Alternative)
VIRGINIA BEACH TRANSIT EXTENSION STUDY
HAMPTON ROADS TRANSIT
Page 5

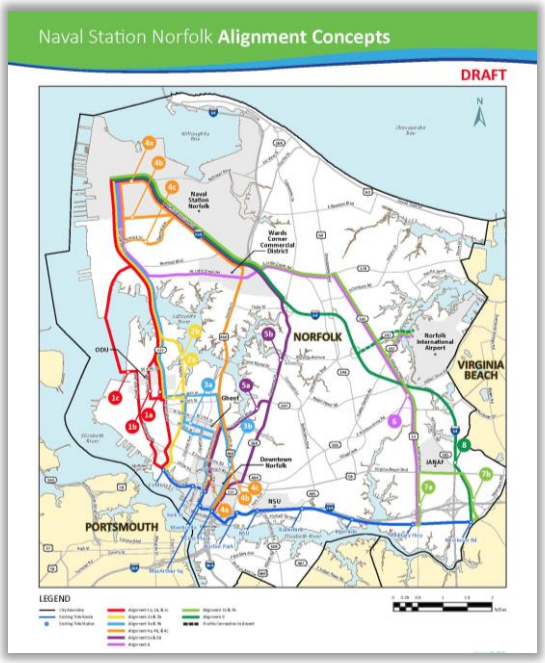


Figure 14 – Naval Station Norfolk and Virginia Beach Transit Extension Alignment Concepts

Source: HRT

Hampton Roads Transit Vision Plan

The HRTPO, HRT, WAT, and the Virginia Department of Rail and Public Transportation (DRPT) assisted in the creation of the Hampton Roads Regional Transit Vision Plan, which was released in February 2011.

The Transit Vision Plan provides detailed recommendations on regional transit improvements for Hampton Roads over short term (by 2025), long term (by 2035), and extended term (beyond 2035) time horizons (**Figure 15**), allowing the region to progressively advance transit enhancements. The document provides guidance to HRTPO for the development of its Long-Range Transportation Plan. It is also being incorporated into Statewide Transit Plans and the State Surface Transportation Plan.

More information on the Hampton Roads Regional Transit Vision Plan is available at http://www.drpt.virginia.gov/activities/hrrtvp.aspx.

Richmond/Hampton Roads Passenger Rail Project

The Virginia Department of Rail and Public Transportation and HRTPO are investigating improved passenger rail service between Hampton Roads and Richmond, ultimately connecting to the Southeast, Northeast and Mid-Atlantic regions as an extension of the Southeast High Speed Rail Corridor (SEHSR).

DRPT examined potential routes and possible environmental impacts for more frequent conventional service and higher speed rail service in a Tier I Environmental Impact Statement (EIS). The Draft EIS was released for public review and comment in December 2009. In January 2010, public hearings were held to gain feedback on the alternatives under evaluation.

The project focused on five alternatives: 1) No Action, 2) Status Quo, 3) Build 1, 4) Build 2a, and 5) Build 2b.

The Build Alternative 1 serves both the Peninsula and the Southside, with three daily round trips on the Peninsula and six daily round trips on the Southside. The Peninsula service would remain the same as in the No-Action Alternative, with three 79 mph maximum speed daily round trips between Newport News and Richmond Main Street Station. The Southside service would include six daily round trips operating at speeds of 90 mph or 110 mph between Downtown Norfolk, Chesapeake (Bowers Hill Station), Petersburg and Richmond Main Street Station. **Map 17** on page 66 shows the preliminary rail alignment alternatives between Richmond and Hampton Roads.

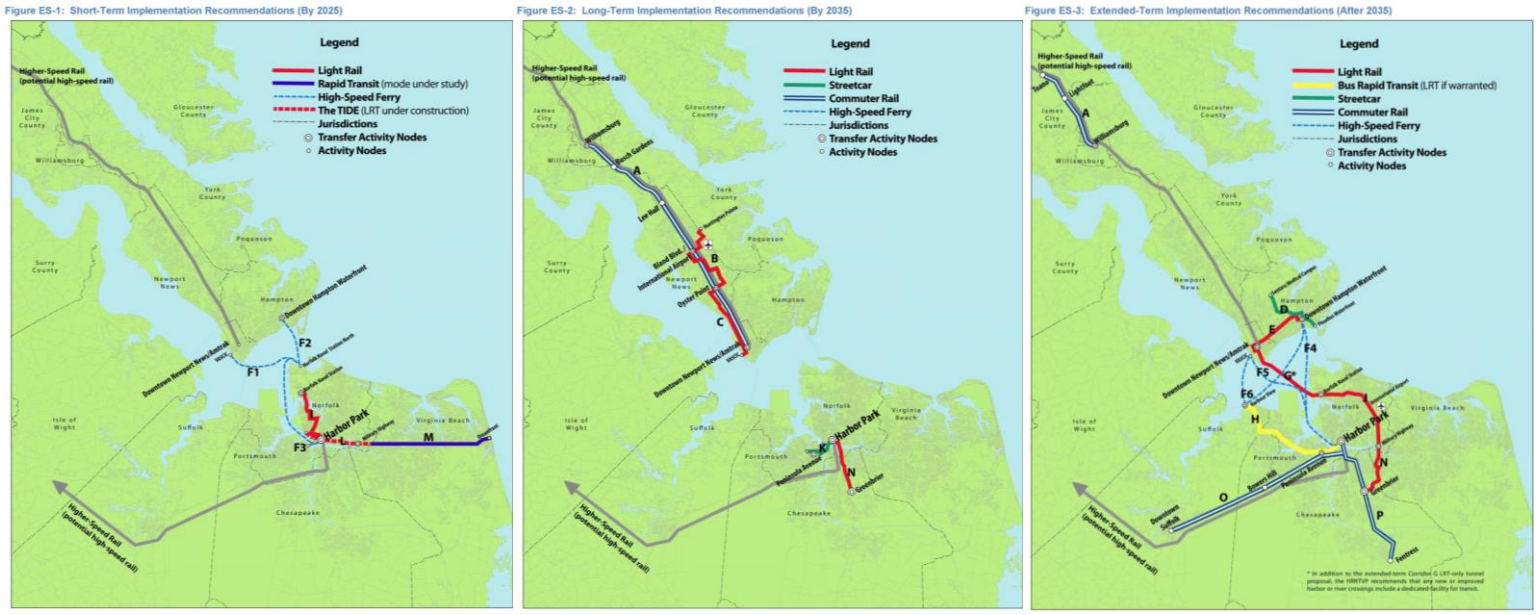


Figure 15 – Hampton Roads Regional Transit Vision Plan Recommendations
Source: DRPT

In February 2012, the Commonwealth Transportation Board (CTB) endorsed Build Alternative 1 (Higher-speed Southside/Conventional speed Peninsula) at maximum authorized speeds of up to 90 mph as the preferred alternative for enhanced passenger rail service between Richmond and Hampton Roads. DRPT completed the Tier I Final Environmental Impact Statement (FEIS) document in August 2012, which was subsequently approved by the Federal Railroad Administration (FRA). Once the Record of Decision (ROD) is complete, more detailed Tier II studies will determine exact designs and impacts.

The Richmond to Hampton Roads Passenger Rail Project is one component of the overall vision for the Southeast High Speed Rail Corridor. This corridor is shown in **Map 18**.

For more information on the Richmond/Hampton Roads Passenger Rail Project, visit http://www.rich2hrrail.info. For more information on the Southeast High Speed Rail Corridor project, visit: http://www.sehsr.org.

During a special meeting held on October 30, 2009, the HRTPO Board approved a resolution to support regional High-Speed and Intercity Passenger Rail – specifically supporting the designation of a high-speed rail corridor along the Norfolk Southern/Route 460 rail corridors and, in conjunction with the high-speed rail corridor, the endorsement of the enhancement of the intercity passenger rail service along the CSX/I-64 rail corridor. Furthermore, the resolution identified the need to procure consultant services to advise the HRTPO in positioning Hampton Roads to be more competitive regarding high-speed and intercity passenger rail and associated funding, and to develop a regional high-speed and intercity passenger rail campaign and vision plan component for the HRTPO 2034 Long-Range Transportation Plan.

Per the October 30, 2009 HRTPO resolution, the High-Speed and Intercity Passenger Rail Steering Committee was created. HRTPO, in coordination with DRPT and VDOT, also secured TEMS Incorporated - a consultant specializing in passenger rail planning - to evaluate the potential passenger rail service alternatives. TEMS worked closely throughout the course of the study with the HRTPO, DRPT staff, and the Steering Committee to assess the potential of higher and high speed rail as determined by the HRTPO Board resolution. This resulted in the creation of the Hampton Roads Passenger Rail Vision Plan.

Map 17 – Preliminary Rail Alignment Alternatives Map

Map 18 – Southeast High Speed Rail Corridor Map
Source: DRPT

More information on regional passenger rail initiatives, including the Hampton Roads Passenger Rail Vision Plan, is available at http://hrtpo.org/page/high-speed-passenger-rail.

TRANSPORTATION DEMAND MANAGEMENT

(Included in Strategies #1 and #3)

Transportation Demand Management (TDM) programs are designed to reduce traffic congestion through a variety of mobility options, such as ridesharing, transit usage, telecommuting, and spreading out peak period traffic. TDM strategies focus on alternatives to driving alone by encouraging the use of alternate modes or programs.

In Hampton Roads, TRAFFIX is a cooperative public service, established in 1995, that implements TDM strategies by offering information and services on transportation alternatives to area commuters. TRAFFIX promotes and implements a wide variety of programs and incentives, including carpooling and commuter matching, guaranteed ride programs, NuRide rewards, the GoPass365 program, transportation incentive program, park and ride, park and sail, vanpooling and van leasing, and teleworking. TRAFFIX works with area employers, including the military, to educate, develop, and implement transportation alternative programs for their employees.

TRAFFIX staff are employees of Hampton Roads Transit (HRT); however, funding is provided through the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO has authorized annual funding for TRAFFIX through Congestion Mitigation and Air Quality (CMAQ) and/or Regional Surface Transportation Program (RSTP) funding since Fiscal Year (FY) 1995. The TRAFFIX Oversight Subcommittee (TOS), made up of transportation professionals from the cities and counties in the Metropolitan Planning Area (MPA), the Virginia Department of Transportation (VDOT), Federal Highway Administration (FHWA), U.S. Navy and the Virginia Department of Rail and Public Transportation (DRPT), meets three times per year to review the progress and status of TRAFFIX. The TOS reports to the Transportation Technical Advisory Committee (TTAC), which in turn reports to the HRTPO board.

TRAFFIX Vanpools
Image Source: TRAFFIX

TRAFFIX administers many programs internally and also advertises TDM programs administered by outside organizations. The Commuter Computer, Vanpool Program, Guaranteed Ride Program, and park & ride lots are operated by TRAFFIX, while NuRide Rewards and Telework!VA are programs of other agencies which TRAFFIX promotes for Hampton Roads.

TRAFFIX, in coordination with the Hampton Roads jurisdictions, Hampton Roads Transit, VDOT, military, and HRTPO, has been promoting various TDM programs to major employers and associations throughout the region. Some of the local TRAFFIX partners include:

- ABC Health Care
- Advance Technology
- Amerigroup
- Bryant & Stratton College
- Canon ITS Chesapeake
- Centura College – Chesapeake Campus
- Centura College – Norfolk Campus
- Christopher Newport University
- City of Hampton
- City of Newport News TV Channel
- City of Virginia Beach
- City of Williamsburg
- CMA CGM America, LLC
- Colonial Williamsburg Founders/Merchants Square
- Retail/Restaurant Association
- Courtyard Marriott
- Cox Communications
- E&E Enterprises; Eastern Virginia Medical School
- ECPI Virginia Beach
- Everest Institute

- Everest College – Chesapeake
- Ferguson Enterprises
- Fort Eustis
- Goodwill Industries
- Hampton Department of Social Services
- Hampton University
- KRA
- Kaplan College
- LHA &LHD Amphibious Group
- Pembroke Mall
- Newport News Shipbuilding
- Norfolk Chamber of Commerce
- Naval Medical Center Portsmouth
- Naval Station Norfolk
- Norfolk Naval Shipyard in Portsmouth
- Norfolk State University
- Norfolk Southern
- Old Dominion University
- Portfolio Recovery
- QVC
- Sentara College
- Sentara Leigh
- Sentara Norfolk
- Strayer College
- The College of William and Mary
- Thomas Nelson Community College
- Tidewater Community College Norfolk
- Tidewater Community College Virginia Beach
- Tidewater Tech – Norfolk
- USS Enterprise
- USS Abraham Lincoln
- USS Jason Dunham
- Virginia Beach Hotel/Motel Assoc.
- Virginia Department of Transportation (VDOT)
- Williamsburg Sentara Medical Center

The CMP strategies implemented by TRAFFIX are detailed and evaluated in **Table 20**, using ratings compiled from the Victoria Transport Policy Institute TDM Encyclopedia. While all of the strategies reduce congestion and assist the transportation disadvantaged, some strategies vary in their effect on other outcomes, such as promoting efficient land use.

CMP Strategy	Reduces Congestion	Road & Parking Savings	Consumer Savings	Transportation Choices	Road Safety	Environmental Protection	Efficient Land Use	Community Livability	Applicability to all commuters	Benefits transportation disadvantaged	Improves basic mobility	TRAFFIX Program
1-4 Telecommuting	3	2	2	3	1	1	-2	2	-1	3	3	Telework Program (www.teleworkva.org) Employer Outreach Program
1-5 Employee Flextime Benefits	3	1	1	3	0	0	0	1	-1	3	3	Employer Outreach Program
1-5 Compressed Work Week	3	2	2	3	1	1	-1	1	-1	3	3	Employer Outreach Program
3-3 Rideshare Matching Services	3	3	3	3	2	2	-1	2	3	3	2	Commuter Computer, Guaranteed Ride Program, Regional Rideshare Program, Carpool and Vanpool Program Employer Outreach Program
3-4 Vanpool/Employer Shuttle Program	3	3	3	3	2	2	-1	2	3	3	2	Vanpool Leases, Employer Outreach Program
3-5 Trip Reduction Program	3	3	3	3	2	2	2	2	3	3	1	NuRide Program, Transportation Incentives Program, Partnership with FarmFresh, Employer Outreach Program
3-6 Parking Management	3	3	0	0	3	3	3	3	2	2	0	Employer Outreach Program

Ratings Compiled from the Victoria Transport Policy Institute TDM Encyclopedia (www.vtpi.org/tdm)

Table 20 – TRAFFIX Programs by CMP Strategy

Note: Ratings from 3 (very beneficial) to –3 (very harmful). A 0 indicates no impact or mixed impacts.

TRAFFIX also works with HRT, VDOT, and the Hampton Roads jurisdictions to provide Park & Ride lots (**Table 21**). These facilities provide ridesharers with free, all-day parking and are convenient for express buses, carpools, and vanpools.

For more information on TRAFFIX services, visit: www.gohrt.com/services/traffix.

Cheaspeake
Greenbrier Mall, #261 (1401 Greenbrier Pkwy)
Gloucester County
Guinea Road, #267 (Route 216-Guinea Rd & York Crossing Dr)
Abingdon Rescue Squad, #268 (Rte 1217-Hayes Rd & Rte 1232-Bray Rd)
Rappahannock Community College, #269 (Rte 33-Tidewater Trl & US 17-General Puller Hwy)
Hampton
Hampton Transportation Center (2 West Pembroke Avenue)
Isle of Wight County/Smithfield
Smithfield Commuter Parking Lot, #184 (US 258-W Main St & Route 10)
Bartlett, #191 (Rte 669-Smith's Neck Road & US 17)
James City County
Croaker Rd, #192 (Rte 30-Rochambeau Blvd & Rte 607-Croaker Rd)
Jamestown Center, #233 (Rte 359-Green Springs Rd & Rte 31)
Newport News
Denbigh Fringe Parking, #181 (Rte 60 & Old Courthouse Road)
Lee Hall Commuter Parking Lot, #182 (Rte 238-Yorktown Rd & Rte 143-Jefferson Ave)
Norfolk
Harbor Park Light Rail Station
Ballentine/Broad Creek Light Rail Station
Military Highway Light Rail Station
Newtown Road Light Rail Station
EVMC/Ft. Norfolk Light Rail Station
Portsmouth
Park & Sail Commuter Parking Lot, #183 (Court St & Crawford St Connector)
Suffolk
Route 58/460 Bypass, #185 (Burnetts Way & Rte 10)
Magnolia Commuter Parking Lot, #187 (Rte 337 & US 13)
Virginia Beach
Silverleaf Station,#72 (4300 Commuter Dr)
Indian River Road, #189 (Reon Dr & Indian River Rd)
York County
Lightfoot, #260 (East Rochambeau Dr & Rte 786-Oaktree Rd)

Table 21 – Hampton Roads Park & Ride Lots

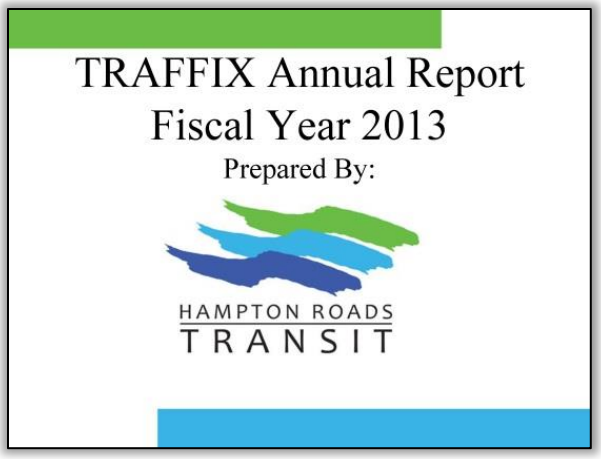
Source: VDOT & HRT

TRAFFIX Annual Report

In July 2012, the HRTPO board approved the first TRAFFIX Annual Report that represented data from Fiscal Year (FY) 2011. This report was prepared by HRTPO staff to document existing performance data for TRAFFIX programs and to serve as a template for future reports. This report defined and tabulated a comprehensive set of performance measures for TRAFFIX, covering the actions of TRAFFIX, the outcomes of the TRAFFIX programs, and the annual TRAFFIX budget.

This report is now prepared annually by TRAFFIX/Hampton Roads Transit in coordination with the TRAFFIX Oversight Subcommittee (TOS), the Transportation Technical Advisory Committee (TTAC), and the HRTPO. In March 2014, TRAFFIX staff completed the third TRAFFIX Annual Report (FY 2013), which contained a baseline of performance data from FY 2007 through FY 2013.

To obtain a copy of the most recent TRAFFIX Annual Report, visit: http://www.hrtpo.org/page/transportation-demand-management.



ACTIVE TRANSPORTATION

(Included in Strategy #2)

Active transportation planning, which aims to improve the user safety and mobility of all types of non-motorized transportation options, has expanded both in Hampton Roads and across the country. The term active transportation refers to transportation such as walking or using a bicycle, tricycle, wheelchair, scooter, skates, skateboard, push scooter, or similar devices. Bicycle lanes, multi-use paths, sidewalks, crosswalks, and trails are all non-motorized transportation facilities designed to improve the mobility and safety of active transportation users. The various types of non-motorized facilities used in Hampton Roads are shown in **Figure 16**.

Making investments in non-motorized modes of transportation, such as biking and walking, can increase safety and mobility in a cost-efficient manner. Active transportation facilities provide a zero-emission alternative to motorized modes and can mitigate congestion in localized areas of the region. These facilities must be coordinated with local land use plans and policies and integrated with other modes, such as transit, to be effective.

In Hampton Roads, VDOT and many jurisdictions require developers to incorporate facilities for non-motorized transportation into new developments. In some cases, this has resulted in gaps in the network of sidewalks and bikeways. Many local jurisdictions within Hampton Roads are working toward providing the necessary connections to improve the overall network.

There are currently thousands of miles of sidewalks and over 450 miles of bicycle and trail facilities in Hampton Roads (see **Map 19** on page 71). These non-motorized facilities vary greatly in type and length, from secluded paths in city and state parks to dedicated lanes along major thoroughfares to facilities at the Virginia Beach Oceanfront.

NON-MOTORIZED FACILITIES IN HAMPTON ROADS

There are various types of non-motorized facilities in place in Hampton Roads. Examples of these non-motorized facilities include:

Bike Lanes
A portion of the roadway is designated by signs and pavement markings for the preferential or exclusive use of bicycles.

Shared Use Paths
A facility physically separated from motorized vehicular traffic intended for the use of bicycles, pedestrians, and other active transportation users.

Paved Shoulders
A paved portion of a roadway to the right of the edge stripe on which bicyclists may ride. These areas are not to be marked as bike lanes.

Wide Outside Lanes
An outside travel lane with a width of at least 14 feet.

Signed Shared Roadway
A roadway designated by bike route signs that serve to provide continuity to other bicycle facilities.

Grade Separated Crossing
Facilities that are designed to continue non-motorized facilities through high volume roadways, railroads, or natural barriers.

Sidewalks
Non-motorized facilities between the curb line and adjacent property line that are designed primarily for foot traffic and users with smaller wheeled devices.

Trails
Pedestrian routes developed primarily for outdoor recreational purposes.

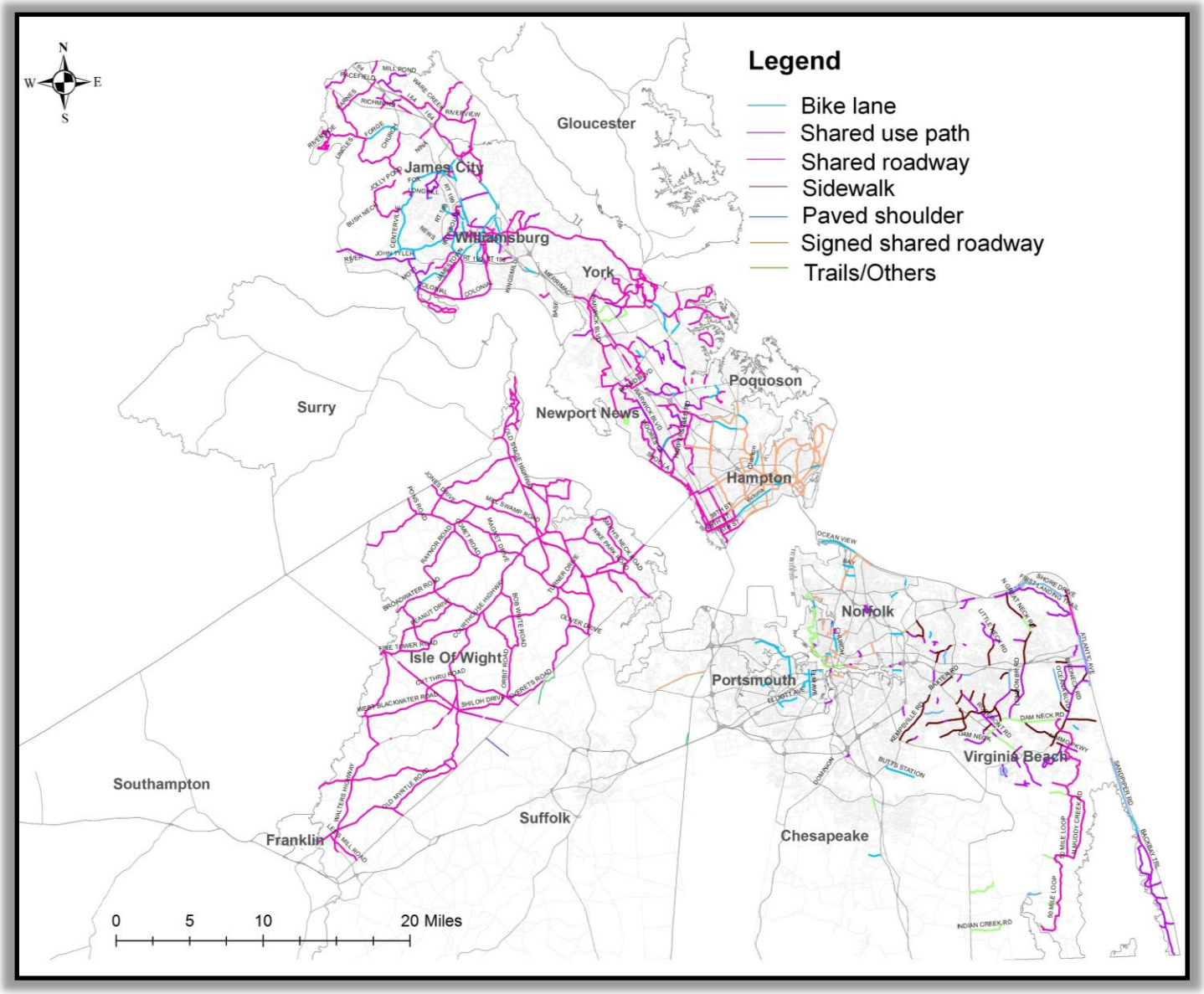
Figure 16 – Non-Motorized Facilities in Hampton Roads

In recent years, several major non-motorized facilities have been added in Hampton Roads. Examples include the conversion of the old section of Route 17 in Chesapeake into the Great Dismal Swamp Trail, the addition of bike lanes along a hazardous section of Shore Drive in Virginia Beach, and the construction of portions of the Virginia Capital Trail which, upon completion, will connect Williamsburg and Downtown Richmond with a 54-mile facility.

While nearly all jurisdictions in Hampton Roads incorporate a multimodal transportation vision in their projects and planning efforts, certain localities are adopting policies known as Complete Streets. Complete Streets policies ensure that corridors are planned, designed, and maintained to enable safe usage for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets also increase connectivity between neighborhoods and streets and encourage the use of alternative forms of transportation.

In Hampton Roads, some localities have already incorporated Complete Streets into their comprehensive plans (or bicycle and pedestrian master plans) and others have identified it as a goal. Examples include:

- **James City County** has provided for the design of Complete Streets in their 2009 Comprehensive Plan.



Map 19 – DRAFT Hampton Roads Regional Active Transportation Facilities Map – Existing
Prepared by HRTPO in July 2014 (DRAFT Version 1.0)

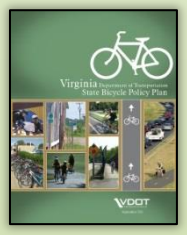
- **Norfolk** supports the development of Complete Streets as a part of their 2013 General Plan.
- **Portsmouth** recommends Complete Streets design standards in their 2010 Master Transportation Plan.
- **Virginia Beach** recommends Complete Streets strategies as a part of their 2009 Comprehensive Plan and also adopted Complete Streets goals as a part of their 2011 Bikeways and Trails Plan.

HRTPO is heavily involved in Regional Active Transportation Planning. This includes evaluating active transportation projects as part of the 2040 Long-Range Transportation Plan, developing a regional active transportation facilities map, and ultimately developing a regional active transportation plan.

RECENT DEVELOPMENTS IN ACTIVE TRANSPORTATION

Virginia Capital Trail – Construction continues on the Virginia Capital Trail, which when complete will connect Williamsburg with Downtown Richmond. The Hampton Roads portion of the trail is complete, and construction of remaining sections of the trail is expected to be complete in 2015.

South Hampton Roads Trail – Planning continues on the South Hampton Roads Trail, a 41-mile shared-use path that would connect Suffolk, Chesapeake, Portsmouth, Norfolk, and Virginia Beach. Construction has begun on a 3.3-mile portion of this trail known as the Seaboard Coastline Trail in Suffolk.



Local and State Active Transportation Planning – A number of state and local planning efforts have recently been completed, including the VDOT State Bicycle Policy Plan, the Regional Bicycle Facilities Plan and Bikeway Map in the Historic Triangle Area, and the Virginia Beach Bikeways and Trails Plan.

Regional Active Transportation Planning – As part of the HRTPO prioritization process, the 2040 Long-Range Transportation Plan will be evaluating active transportation projects for the first time. Staff has received over 40 bicycle/pedestrian candidate project suggestions from around the region. These projects will be evaluated using the HRTPO Project Prioritization Tool, which includes several criteria such as connectivity, safety and viability among others.

Building on the 2012 Regional Active Transportation Scan, HRTPO staff is developing a regional active transportation map. This map will be the basis for identifying gaps in the system and also determining the latent demand for walking and biking. These efforts and others will ultimately become a part of developing a regional active transportation plan.

Figure 17 – Recent Developments in Active Transportation

HRTPO BOARD ADVISORY COMMITTEES

(Included in All Strategies)

Members of the Hampton Roads Transportation Planning Organization (HRTPO) Board's advisory committees and subcommittees work collaboratively to address transportation issues and implement congestion mitigation strategies. Below is a description of each committee and their roles and responsibilities:

The **Transportation Technical Advisory Committee (TTAC)** acts as an advisory body to the HRTPO for transportation issues that are technical in nature. It is staffed by transportation professionals from member localities, the Federal Highway Administration (FHWA), Virginia Department of Transportation (VDOT), Hampton Roads Transit (HRT), Williamsburg Area Transit Authority (WATA), Virginia Department of Rail and Public Transportation (DRPT), Virginia Port Authority (VPA), Federal Transit Administration (FTA), Virginia Department of Aviation, and the U.S. Navy. The TTAC interacts with HRTPO staff on technical matters related to regional transportation planning and programming. Through this work, the TTAC develops recommendations on projects and programs for HRTPO Board consideration.

The **Transportation Advisory Committee (TAC)** acts as a standing advisory committee of the HRTPO Board, comprised mainly of city managers from the member jurisdictions. The TAC meets as circumstances require to act upon matters referred to it by the HRTPO Board.

The **Citizen Transportation Advisory Committee (CTAC)** serves as an advisory committee to the HRTPO Board and provides public input to the HRTPO Board on transportation issues. Members of the CTAC are selected from the public by the HRTPO board, and include citizens from all jurisdictions. The CTAC chairman attends HRTPO Board meetings as a non-voting member.

The **Legislative Ad-Hoc Committee** serves as an advisory committee to the HRTPO Board and provides input as circumstances require on transportation legislative issues. Committee members are from several member localities and the Virginia General Assembly.

The **Freight Transportation Advisory Committee (FTAC)** advises the HRTPO Board on regional freight-related transportation issues. The FTAC is mainly composed of members from the shipping, trucking, and warehousing industries. The mission of FTAC includes advocating on behalf of the movement of freight in the region. The FTAC chairman attends HRTPO Board meetings as a non-voting member.

The **Passenger Rail Task Force** conducts meetings as necessary to approve rail consultant progress and other work related to passenger rail initiatives for Hampton Roads. This committee is comprised of member localities, Amtrak, CSX Transportation, HRT, Norfolk Southern Corporation, Virginia DRPT, and WATA.

The **Hampton Roads Transportation Operations (HRTO) Subcommittee**, which is described in more detail later in this section, advises TTAC on regional transportation operational issues. The **TRAFFIX Oversight Subcommittee (TOS)**, which was discussed in the Transportation Demand Management section of this report, reviews the progress of TRAFFIX and reports to TTAC regularly. Regional transportation committees such as the **Hampton Roads Regional Concept of Transportation Operations – Traffic Incident Management working group (RCTO-TIM)** are led by other organizations and are discussed in more detail in the ITS & Operations section.

More information on these HRTPO Board advisory committees is available at http://hrtpo.org/page/board-advisory-committees.

HAMPTON ROADS TRANSPORTATION ACCOUNTABILITY COMMISSION

(Included in All Strategies)

In April 2014, Virginia Governor Terry McAuliffe signed into law the establishment of the **Hampton Roads Transportation Accountability Commission (HRTAC)**. This new commission is comprised of 23 members – 14 chief elected officers from local governments, 2 Virginia Senators, 3 Virginia Delegates, and 4 non-voting members (the Commissioner of Highways, Director of Rail and Public Transportation, Executive Director of the Virginia Port Authority, and a member of the Commonwealth Transportation Board).

HRTAC serves as a political subdivision of the Commonwealth of Virginia to procure, finance, build, and operate high priority transportation projects in Hampton Roads using Hampton Roads Transportation Fund (HRTF) revenues from House Bill 2313 approved by the 2013 General Assembly. HRTF projects, which were identified by the HRTPO Board in October 2013, are the Third Crossing, I-64 Southside (which includes the High-Rise Bridge replacement), Route 13/58/460 Connector, I-64/I-264 Interchange, and I-64 on the Peninsula.

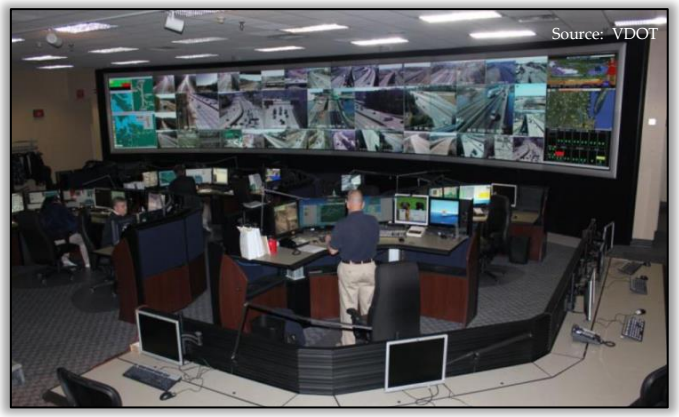
More information on HRTAC is available at http://www.hrtpo.org/page/hrtac.

TRANSPORTATION OPERATIONS & ITS

(Included in Strategy #4)

Including Intelligent Transportation Systems (ITS) technologies and transportation operations – cost-effective methods of maximizing the capacity of the existing roadway network – have become more attractive as roadway projects have become more costly and more difficult to construct. The purpose of transportation operations is to maximize the safety, security, and mobility of roadway users by actively managing the regional transportation system. This is done through both trained and coordinated manpower and technological improvements. Examples include incident management, signal coordination and optimization, automated toll collection, and providing traveler information via multiple forms of media such as highway advisory radio and 511 Virginia. Examples of ITS technologies used in Hampton Roads are shown in **Figure 18** on page 75.

Regional system operations in Hampton Roads are led by the VDOT Hampton Roads Transportation Operations Center (HRTOC). The HRTOC consists of two groups – Maintenance and Operations – and seven departments: 1) Inventory Management, 2) Fleet Asset, 3) Information Technology, 4) Field and Systems Maintenance, 5) Control Room, 6) Safety Service Patrol (SSP), and 7) Bridge/Tunnel Operations. The HRTOC maintains ITS infrastructure on the interstate system, monitors traffic conditions throughout the region, responds to crashes and other incidents with the SSP, and distributes traveler information via changeable message signs, highway advisory radio, and the 511 Virginia phone and internet services.



Hampton Roads Transportation Operations Center

In May 2013, VDOT awarded a six-year contract to Serco to operate, integrate, and innovate VDOT's five transportation operation centers including the HRTOC. As part of the contract, Serco manages regional Safety Service Patrols, develops and implements a statewide advanced traffic management system, installs and maintains ITS equipment, manages HOV and reversible lanes, develops a new software platform that is flexible for future enhancements, and improves the interoperability of each center. The transition of operations at the HRTOC to Serco occurred on November 13, 2013.

The HRTOC serves as the backbone for transportation operations in the region. The HRTOC:

- Currently covers 140 miles, which is nearly the entire regional Interstate system and selected arterial roadways.
- Operates 282 closed-circuit cameras, 202 dynamic message signs, 6 highway advisory radio transmitters, 5 reversible roadway gate entrances, and hundreds of vehicle detection devices, all linked by 552 miles of fiber optic cable.
- Responded to 55,903 incidents and drove 3.1 million miles in 2013 via the Safety Service Patrol.
- Responded to incidents in an average of just under 7 minutes in 2013, and cleared incidents in just over 24 minutes.

Many Hampton Roads cities also maintain their own transportation operations centers (or traffic management centers). These centers manage and operate local traffic signal systems, changeable message signs, and CCTV cameras. In some cases, these centers are connected with the Hampton Roads Transportation Operations Center, allowing for data and video sharing and instant communication.

ITS TECHNOLOGIES USED IN HAMPTON ROADS

Hampton Roads has been a national leader in the use of Intelligent Transportation Systems (ITS). Nearly every mile of Interstate in the region is instrumented with ITS technologies, and various cities throughout the region maintain ITS infrastructure as well. The following are examples of ITS technologies in use throughout Hampton Roads:

Transportation Operations Centers
Centers that incorporate various ITS technologies to assist staff with traffic monitoring, incident response, and information dissemination.

Vehicle Detection Devices
Records traffic volumes and speeds. Also notifies transportation operations center staff of congestion and incidents.

Reversible Roadway Gates
Allows traffic on limited access roadways to be reversed based on commuting patterns, maximizing the use of the existing roadway.

Emergency Vehicle Signal Preemption
Changes the traffic signal when emergency vehicles approach, improving the safety and response time of emergency vehicles.

Advanced Signal Systems
Improves the coordination and timing of traffic signals in a corridor or throughout an entire city, reducing the number of stops and delays.

CCTV Cameras
Provides roadway images to transportation operations centers and the public.

Electronic Toll Collection
Allows travelers to pass quickly through special lanes, avoiding backups and delays due to paying tolls.

511 Virginia
Provides up-to-date traveler information via telephone, the internet, and other methods.

Transit Automatic Vehicle Location (AVL)
Provides the location of transit vehicles, aiding on-time performance.

Changeable Message Signs
Provides up-to-date information to the traveling public.

Highway Advisory Radio
Provides up-to-date traveler information through radio broadcasts on 1680 AM.

Figure 18 – ITS Technologies used in Hampton Roads

Another service VDOT furnishes to improve roadway mobility is 511 Virginia. Launched in 2005, 511 Virginia provides traveler information via mobile or landline phones, email, text message, smartphone application, and http://511virginia.org. The 511 Virginia service allows users to receive real-time traffic and roadway condition information for specific locations both in Hampton Roads and throughout the state.

More information on recent regional developments in transportation operations is shown below in **Figure 19**, and information on regional ITS and transportation operations and available at http://hrtpo.org/page/operations-and-its.

RECENT DEVELOPMENTS IN TRANSPORTATION OPERATIONS

Travel Time Information – In May 2012, VDOT began displaying travel times on six informational signs that notify motorists of the quickest route to the Virginia Beach Oceanfront or the North Carolina Outer Banks. VDOT expanded this effort in 2014 by displaying travel times on six dynamic message signs, with additional signs planned for the near future.

511 Virginia App – VDOT introduced the 511 Virginia smartphone application in May 2012. The app, which works on Android and iPhone platforms, is designed to provide the same real time traffic information on mobile devices that is provided on the website. Real-time traffic camera images are also provided on the app.

VDOT TOC Contract – In May 2013, VDOT awarded a six-year contract to Serco to operate, integrate, and innovate VDOT's five transportation operation centers. As part of the contract, Serco manages regional Safety Service Patrols, develops and implements a statewide advanced traffic management system, installs and maintains ITS equipment, manages HOV and reversible lanes, develops a new software platform that is flexible for future enhancements, and improves the interoperability of each center.

Regional Operations Plan – The HRTPO Board recently allocated funds to produce an update to the region's Operations Strategic Plan, which provides the vision and framework for a multi-jurisdictional transportation system unified by ITS and operations technologies and strategies. The updated regional Operations Strategic Plan will be completed in 2015.

Figure 19 – Recent Developments in Transportation Operations

Hampton Roads Transportation Operations (HRTO) Subcommittee

The Hampton Roads Transportation Operations Subcommittee (HRTO) is comprised of regional transportation professionals from Hampton Roads jurisdictions, Virginia Department of Transportation (VDOT), local transit agencies, and other invited participants, such as local police and fire/EMS personnel. The group serves as an advisory subcommittee to the Transportation Technical Advisory Committee (TTAC), meeting bi-monthly to discuss methods that can be utilized to improve transportation operations in the region.

Recent actions by the HRTO subcommittee include creating regional standards for ITS technologies, improving communications and data sharing between cities and VDOT, obtaining CMAQ funding for additional equipment that enables Virginia State Police and other transportation officials to clear fatal crashes faster, and sharing accomplishments and lessons learned from individual city Transportation Operations Centers. HRTO also leads the development of the regional Operations Plan and helps VDOT maintain the regional ITS architecture.

More information on the HRTO subcommittee is available at http://hrtpo.org/page/hampton-roads-transportation-operations-subcommittee-(hrto).

Hampton Roads Regional Concept of Transportation Operations – Traffic Incident Management Working Group (RCTO-TIM)

In Hampton Roads, the Regional Concept of Transportation Operations – Traffic Incident Management (RCTO-TIM) working group meets on a regular basis to develop and implement strategies to improve emergency response to roadway incidents in the region. The RCTO-TIM working group, which is led by VDOT, is comprised of various representatives from the Virginia State Police (VSP), local police, fire and rescue agencies, local traffic engineering and planning departments, HRTPO, as well as other operating and first responding agencies.

The goal of the Hampton Roads RCTO-TIM is to reduce the number of injuries incurred by responders while decreasing the clearance times associated with these incidents. The RCTO-TIM seeks to improve collaboration among the region's planners, operators, and responders to enhance various aspects of highway incident management.

The Hampton Roads RCTO-TIM has established six primary objectives:

- **Objective 1** - Increase responder safety by eliminating struck-By incidents and fatalities
- **Objective 2** - Decrease incident clearance time
- **Objective 3** - Decrease secondary incident occurrences
- **Objective 4** - Improve inter-Agency communication during incidents
- **Objective 5** - Identify existing regional incident management resources and establish plan for inter-Agency utilization and acquisition
- **Objective 6** - Establish a regional incident management proactive and post-Incident review consortium

One of the major accomplishments of the Hampton Roads RCTO-TIM has been regular post-incident reviews to determine where improvements can be made. One improvement is the adoption of a lane numbering identification system (lanes are numbered L1 and up starting from the interior to the shoulder) used by dispatchers and first responders to quickly locate incidents on freeways.

More information on the Regional Concept of Transportation Operations – Traffic Incident Management (RCTO-TIM) working group is available at http://www.hrtpo.org/page/traffic-incident-management.

MILITARY TRANSPORTATION NEEDS

(Included in All Strategies)

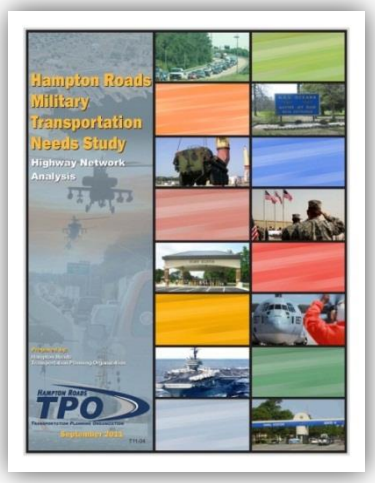
Hampton Roads is home to many U.S. military and supporting sites that are important to the defense of our nation. The military population – including active duty, reserve, retirees and family members – totals approximately 300,000 or almost 20% of the area's total population. As a result of the area's large military presence, much of the local economy is driven by the U.S. Department of Defense (DoD). Defense readiness and efficient military operations require a transportation network that moves cargo and personnel as quickly and safely as possible.

HRTPO's planning and analysis of military transportation needs is a new component of the regional CMP. Its purpose is to determine military transportation needs and to provide an efficient and safe transportation network for the military in Hampton Roads.

Since the last CMP update, the HRTPO completed the Hampton Roads Military Transportation Needs Study:

Phase I: Highway Network Analysis

Phase I of the Hampton Roads Military Transportation Needs Study was completed and approved by the HRTPO Board in September 2011. In this phase, HRTPO staff worked with various stakeholders – local military representatives, state and federal agencies, port officials and local jurisdictions – to determine transportation concerns and needs of the local military. HRTPO staff identified a roadway network that includes both the Strategic Highway Network (STRAHNET) and additional roadways that serve the military sites and intermodal facilities not included in the STRAHNET. STRAHNET (developed by the U.S. Department of Defense) serves as the minimum national defense public highway network needed to support a defense emergency and are used for day-to-day military cargo movement. Staff analyzed this "Roadways Serving the Military" network to determine deficient locations, such as congested segments, deficient bridges, and inadequate geometrics. The study made numerous recommendations to address existing deficiencies and to accommodate future military travel needs, including revisions to current STRAHNET designations, increasing vertical clearance of tunnels, expanding the width of highway lanes to accommodate military vehicles, rehabilitating or replacing structurally deficient bridges, extending light rail transit to Naval Station Norfolk, and high-speed passenger rail service to Washington, D.C.

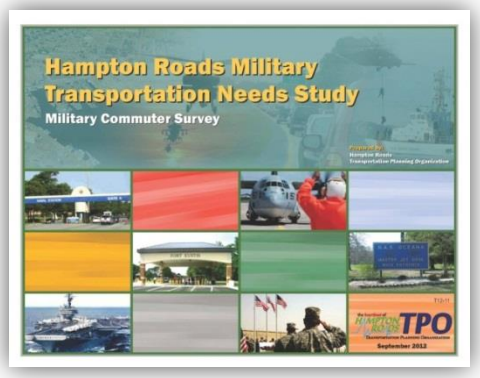


Phase II: Military Commuter Survey

HRTPO staff continued this study with the creation of the first region-wide Military Commuter Survey, which was conducted from November 8, 2011 to February 24, 2012. Via the survey, the HRTPO collected information about the commuting experience of military personnel (active-duty, civilians, contractors, reservists and others) travelling to/from the region's military bases, receiving a total of 10,994 survey responses. The survey was developed by HRTPO staff in concert with the commands of the region's military installations and various other transportation stakeholders. The purpose of the survey was to determine the transportation challenges facing local military personnel during their daily commutes in Hampton Roads.

The survey was implemented using Google documents and hosted on the HRTPO website. Even though survey responses were sought from all military commuters in the region, military commuters were specifically targeted who travel to/from 29 of the 38 military and supporting sites identified in Phase I of the study. These 29 military sites are the primary locations for military-related employment. The remaining 9 locations are supporting sites, such as port terminals and airports, which move military personnel and goods in the event of a national or local emergency. One benefit of hosting the survey on the HRTPO website was that thousands of military

personnel who reside within Hampton Roads were introduced to the HRTPO, some learning about its metropolitan planning process and activities for the first time.

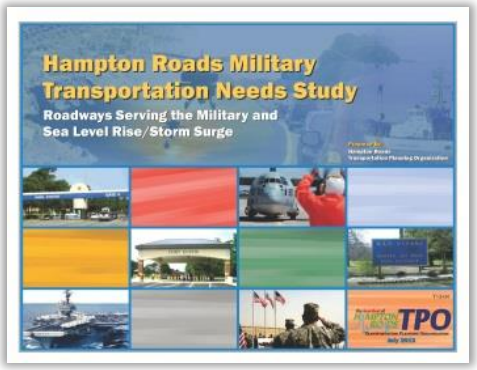


Respondents were asked to identify items such as length of morning and afternoon commutes, mode of transportation, transportation problems, and any locations of recurring trouble along their commute. The top reported transportation problems by military commuters were traffic congestion (79%), traffic backups at military gates (67%), and poor roadway maintenance (42%). At the end of the survey, respondents were asked to submit any suggestions they had regarding transportation in the region. Not only was excellent feedback provided, but many expressed thanks for having the opportunity to communicate their transportation challenges.

Phase III: Roadways Serving the Military and Sea Level Rise/Storm Surge

The Hampton Roads region contains one of the largest natural harbors in the world, making the region an attractive location for military facilities. This coastal location also makes many of these military facilities susceptible to projected relative sea level rise and storm surge, impacting overall defense readiness. In response to these concerns, HRTPO staff completed the third phase of the Hampton Roads Military Transportation Needs Study – Roadways Serving the Military and Sea Level Rise/Storm Surge in July 2013.

The threat of relative sea level rise and storm surge has been recognized along the southeast coast for many years, particularly for low-lying communities such as Hampton Roads, Virginia. National, state, regional, and local organizations are addressing this pressing issue by raising awareness and developing potential solutions.



Phase III of the study builds on previous studies and related work to estimate the relative sea level rise and potential storm surge threats to the "Roadways Serving the Military" network established in Phase I of the Hampton Roads Military Transportation Needs Study. This third phase of the study continues the work in Phase I by determining flooding-based deficient locations along the roadway network. It expands upon the work and methodologies developed by the Hampton Roads Planning District Commission (HRPDC) and the Virginia Institute of Marine Science (VIMS) by identifying military roadway segments vulnerable to submergence. Additionally, submergence of other local roadways that provide access to and from the "Roadways Serving the Military" which may be vulnerable to flooding have been identified.

More information on the Hampton Roads Military Transportation Needs Study is available at http://hrtpo.org/page/military-transportation-needs.

APPLICATION OF STRATEGIES TO CMP CONGESTED CORRIDORS

This section provides an analysis of applying the congestion mitigation strategies mentioned in the previous section to CMP Congested Corridors in Hampton Roads. The CMP Congested Corridors were selected based on the CMP Ranking Criteria and methodology shown in the Ranking of CMP Congested Corridors section of this report (page 50). The 18 CMP Congested Corridors that resulted from this methodology are shown again in **Table 22 and Map 20** on page 81.

Fourteen of the eighteen CMP Congested Corridors are analyzed within this section. Two of the corridors (Downtown Tunnel/Berkley Bridge and Midtown Tunnel/Western Freeway) are not included in the CMP Congested Corridors analysis because tolls at the Midtown and Downtown Tunnels have greatly reduced congestion at those facilities. Two other corridors (Fort Eustis Boulevard and Military Highway) are not included in the analysis because of bridge construction projects that temporarily reduced capacity on these roadways. Another roadway on the list – Northampton Boulevard – was impacted by construction during 2013 that resulted in a lane reduction in the eastbound direction.

Freeways

Rank	Jurisdiction	CMP Congested Corridor
1	HAM/NOR	Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564
		- 4th View St from I-64 to Ocean View Ave
2	NOR/PORT/ CHES	Downtown Tunnel/Berkley Bridge (I-264/I-464)[1]
		- I-264 from Portsmouth Blvd to Brambleton Ave
		- I-464 from Poindexter St to I-264
		- St. Pauls Blvd from I-264 Ramp to Brambleton Ave
3	CHES	I-64/High Rise Bridge from I-264 & I-664 (Bowers Hill) to Greenbrier Pkwy
4	NN	Monitor-Merrimac Mem. Bridge-Tunnel (I-664) from Terminal Ave to Chestnut Rd
5	NOR/VB	I-64 (Norfolk/VA Beach) from I-564 to Indian River Rd
6	NOR	I-564 (Norfolk) from International Terminal Blvd to Admiral Taussig Blvd

Arterials

Rank	Jurisdiction	CMP Congested Corridor
1	NOR/PORT	Midtown Tunnel/Western Fwy from West Norfolk Rd to Brambleton Ave[1]
		- Hampton Blvd from 27th St to Brambleton Ave
		- Brambleton Ave from Colley Ave to Hampton Blvd
2	VB	Indian River Rd/Ferrell Pkwy from Providence Rd to Indian Lakes Blvd
3	NOR/VB	Northampton Blvd from I-64 to Diamond Springs Rd[3]
4	NN	Fort Eustis Blvd from Warwick Blvd to I-64[2]
5	VB	London Bridge Rd/Drakesmile Rd from Dam Neck Rd to Virginia Beach Blvd
6	VB	Independence Blvd from Holland Rd to Jeanne St
7	CHES	Battlefield Blvd from Cedar Rd to I-64
8	CHES	Military Hwy from Bainbridge Blvd to I-464[2]
9	JCC	Monticello Ave from News Rd to Route 199
10	CHES/VB	Centerville Tnpk from Mt Pleasant Rd to Indian River Rd
11	JCC/WMB	Route 199 from John Tyler Hwy (Rte 5) to Jamestown Rd
12	CHES	George Washington Hwy from Moses Grandy Trail to I-64

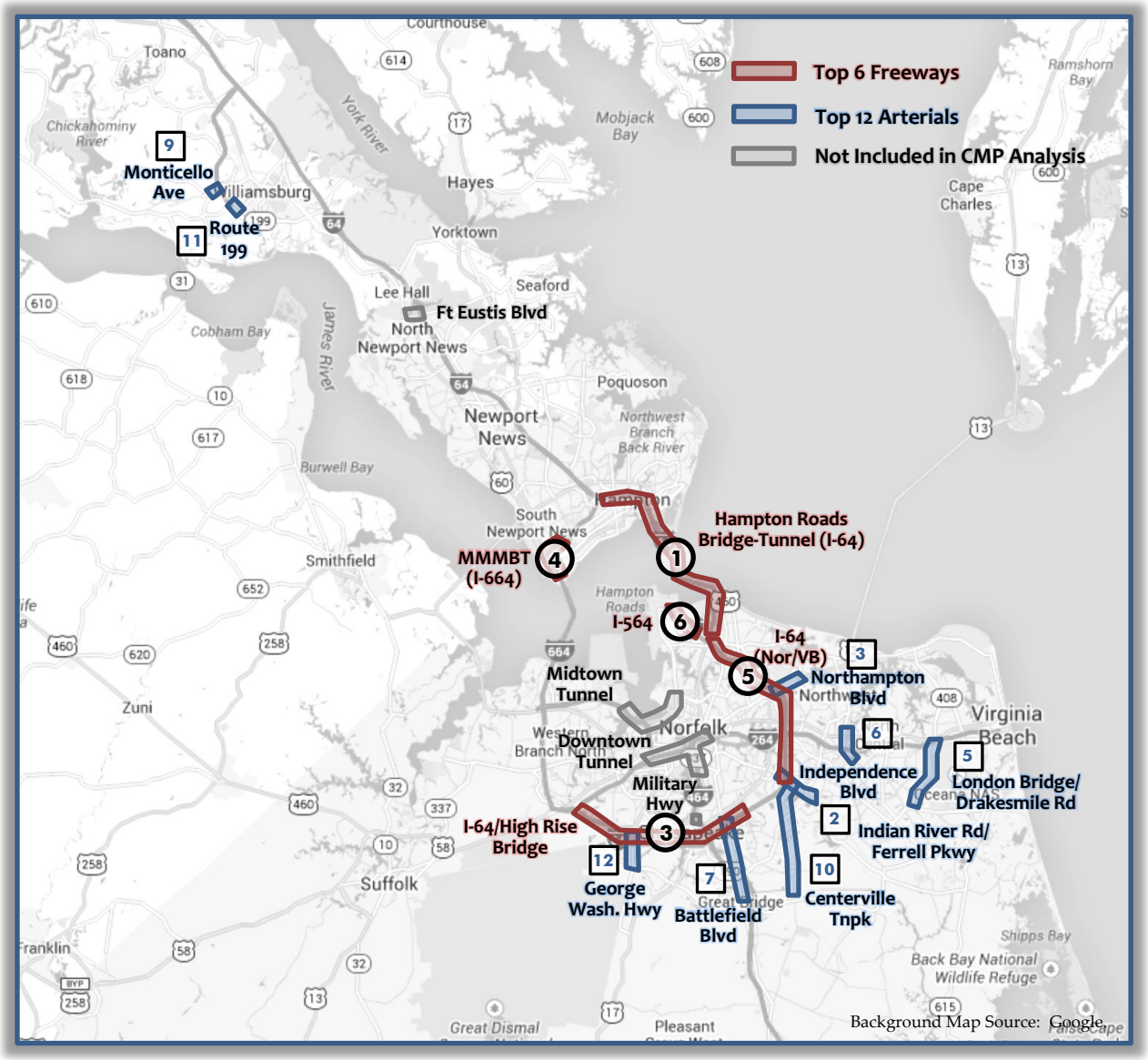
Table 22 – CMP Congested Corridors

1 - Not included in the CMP analysis due to tolls imposed in February 2014.
2 - Not included in the CMP analysis due to bridge construction projects.
3 - Corridor impacted by construction during the CMP analysis period (2013).

Each CMP Congested Corridor includes two pages summarizing the issues within the corridor and some remedies that could help alleviate congestion (see pages 82-109). The first page for each corridor includes:

- **Location Map** – Layout of the corridor and weekday traffic volumes, number of lanes, truck volumes, and traffic signal locations.
- **Corridor Summary** – Corridor length, speed limits, roadway functional class, transit service availability, and the CMP Segment Score for the corridor.
- **Recent Projects** – Description of any projects that were recently completed within or parallel to the corridor or are currently under construction.
- **Future Projects** – Description of any projects planned or programmed for the corridor, including current timelines. Projects must be included in the Six-Year Improvement Program/Transportation Improvement Program or the Long-Range Transportation Plan to be shown in this area.
- **Corridor and Congestion Characteristics Table** – Roadway segment lengths, congestion

Map 20 – CMP Congested Corridors



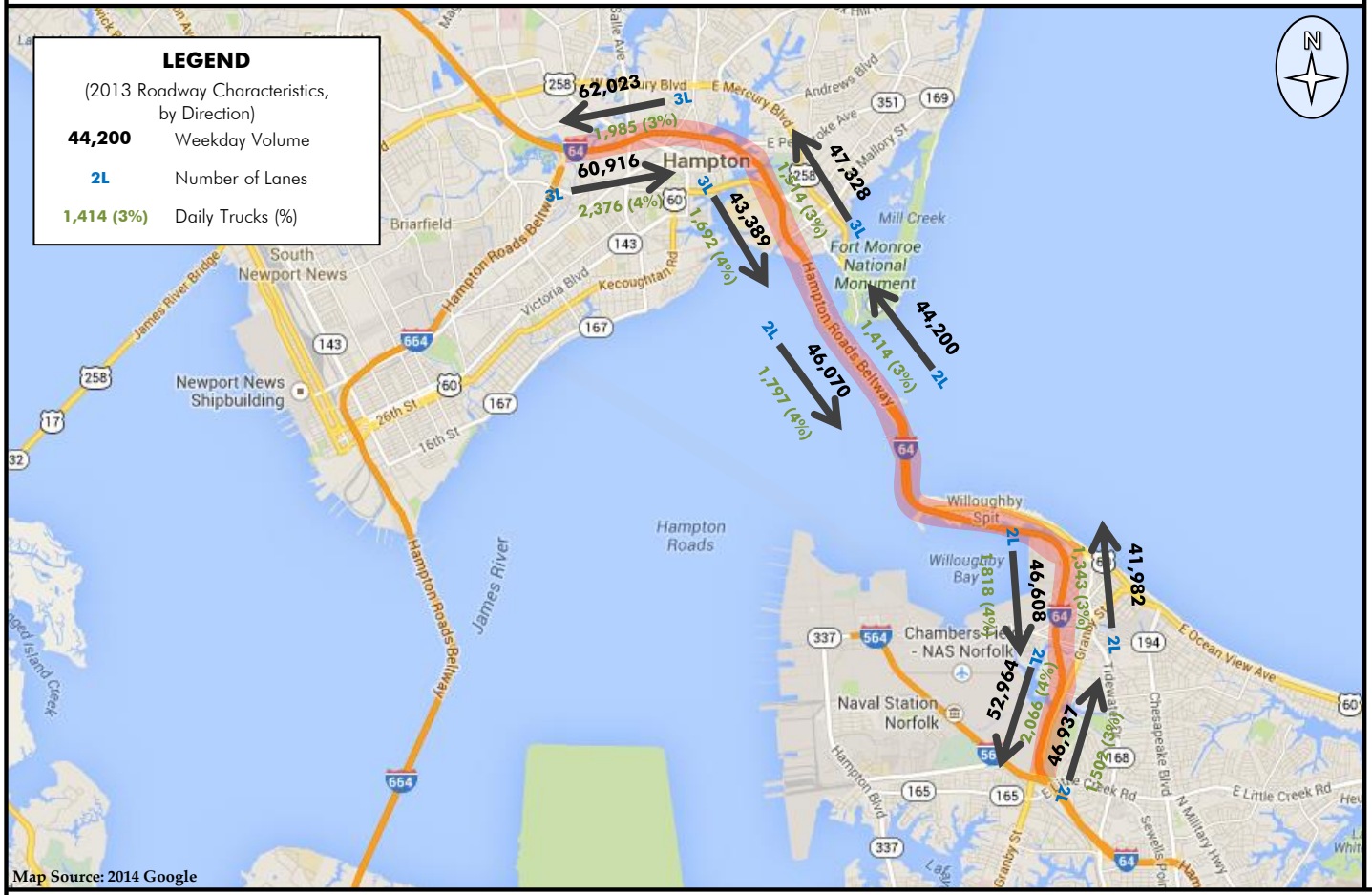
measures by direction for the AM and PM Peak Periods (including slowest speed, highest travel time index, highest Potential for Intersection Congestion Alleviation for arterials, highest planning time index, number of congested 15-minute intervals, total delay, and congestion level), 2013 and 2034 number of lanes, 2034 projected traffic volumes, 20-year projected truck delay, and 2034 PM Peak congestion levels.

The second page for each corridor includes:

- **Congestion Mitigation Strategy Toolbox** – Shows all of the congestion mitigation strategies described in the previous section and whether each of these strategies are currently in use within the corridor, and if not, whether the particular strategy could be applied to and benefit the corridor.
- **Observations & Probable Causes of Congestion** – Lists observations and possible causes based on available data, discussions with officials from the localities, and field observations.
- **Potential Congestion Mitigation Strategies** – Provides potential improvements based on data analysis, site observations, input from localities, and applicable CMP strategies.

CMP CONGESTED CORRIDOR - FREEWAY #1

Hampton Roads Bridge-Tunnel (I-64) Between I-664 and I-564
Cities of Norfolk and Hampton



Map Source: 2014 Google

CORRIDOR SUMMARY

Corridor Length	11.95 Miles
Speed Limit	55 mph
Roadway Class	Interstate
Transit Service	HRT MAX Bus Routes 961 & 963
Highest CMP Segment Score	98 – Eastbound from Settlers Landing Rd to Mallory St during PM Peak

RECENT PROJECTS

- None

FUTURE PROJECTS

2034 LRTP Projects

- Third Crossing. This was added to the 2034 LRTP in September 2014 as a Hampton Roads Transportation Fund (HRTF) project.

				Eastbound (2013)												Westbound (2013)												Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
I-64	I-664	ARMISTEAD AVE	0.88	52	36	1.19	1.75	1.59	7.66	0	8	15	84	MOD	SEV	63	61	1.02	1.04	1.06	1.07	0	0	1	5	LOW	LOW	6	6	143,000	10.6	MOD
I-64	ARMISTEAD AVE	RIP RAP RD	0.46	37	30	1.69	2.09	6.16	8.35	6	11	50	97	SEV	SEV	62	63	1.02	1.01	1.07	1.06	0	0	1	1	LOW	LOW	6	6	117,000	16.9	LOW
I-64	RIP RAP RD	SETTLERS LANDING RD	1.55	15	17	3.96	3.66	8.31	10.00	10	15	186	209	SEV	SEV	61	62	1.03	1.02	1.05	1.07	0	0	2	2	LOW	LOW	6	6	124,000	13.6	MOD
I-64	SETTLERS LANDING RD	MALLORY ST	0.54	18	17	3.29	3.38	4.64	6.11	10	16	195	214	SEV	SEV	58	60	1.08	1.04	1.07	1.09	0	0	4	2	LOW	LOW	6	6	115,000	52.1	LOW
I-64/HRBT	MALLORY ST	NORFOLK CL	3.69	45	42	1.29	1.38	1.54	1.95	0	7	31	56	MOD	SEV	54	40	1.09	1.47	1.36	2.09	0	12	7	75	LOW	SEV	4	4	110,000	86.6	SEV
I-64/HRBT	HAMPTON CL	OCEAN VIEW AVE	0.19	45	42	1.29	1.38	1.54	1.95	0	7	31	56	MOD	SEV	54	40	1.09	1.47	1.36	2.09	0	12	7	75	LOW	SEV	4	4	110,000	86.6	SEV
I-64	OCEAN VIEW AVE	4TH VIEW AVE	1.82	59	52	1.04	1.19	1.10	1.80	0	0	4	12	LOW	MOD	54	28	1.13	2.17	1.91	3.34	0	16	8	170	LOW	SEV	4	4	110,000	44.2	SEV
I-64	4TH VIEW AVE	BAY AVE	1.01	61	38	1.02	1.65	1.06	3.28	0	3	1	29	LOW	SEV	57	17	1.10	3.67	1.34	5.85	0	16	5	258	LOW	SEV	4	4	90,000	17.0	MOD
I-64	BAY AVE	GRANBY ST	1.6	60	50	1.03	1.25	1.08	1.77	0	0	3	24	LOW	MOD	60	20	1.04	3.12	1.12	6.83	0	15	4	201	LOW	SEV	4	4	99,000	28.4	SEV
I-64	GRANBY ST	I-564/LITTLE CREEK RD	0.21	58	34	1.08	1.85	1.08	4.34	0	6	3	57	LOW	SEV	60	26	1.04	2.40	1.12	8.47	0	13	5	117	LOW	SEV	4	4	96,000	5.6	SEV

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	YES
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	YES
	2-2 Exclusive Right-of-Way - New Bus Facilities	YES
	2-3 Ferry Services	YES
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	-
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	-
	2-13 Bicycle Storage Systems	-
	2-14 Improved/Expanded Pedestrian Network	-
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	YES
	3-2 HOV Toll Savings	YES
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	-
	4-3 Intersection Signalization Improvements	-
	4-4 Coordinated Intersections Signals	-
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	IN USE
	4-9 Incident Management, Detection, Response & Clearance	IN USE
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	YES
	4-13 Access Control and Connectivity	-
	4-14 Median Control	-
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	YES
	5-2 Arterial lanes	-
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - FREEWAY #1

Hampton Roads Bridge Tunnel (I-64)

Between I-664 and I-564

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

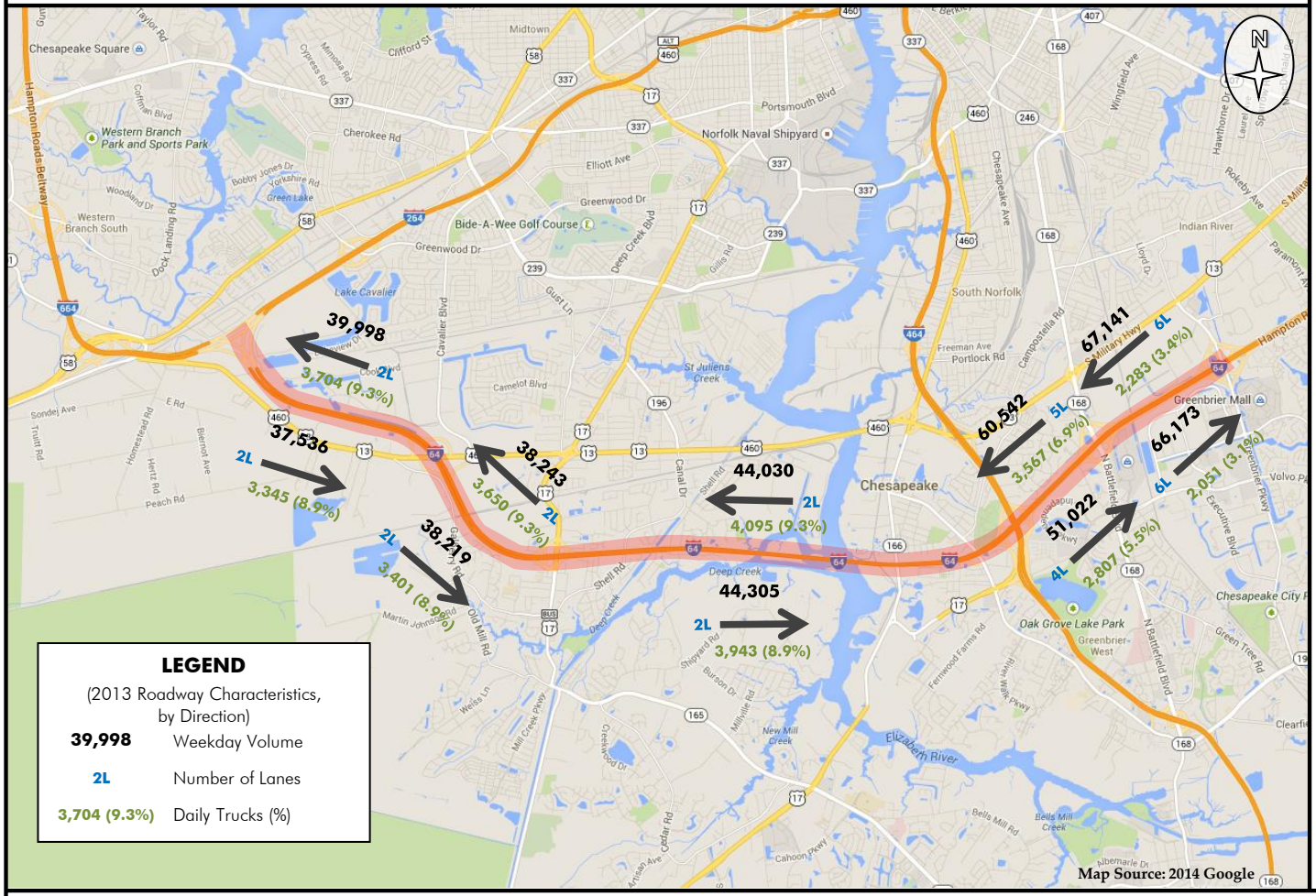
- There is a capacity deficiency at the tunnel. This is due to having only 2 lanes in each direction and also caused by tunnel-related physical and human factors. Whereas a typical freeway can carry up to 2,100 - 2,200 vehicles per hour per lane, the Hampton Roads Bridge-Tunnel only carries a maximum of approximately 1,600 vehicles per hour per lane based on these factors.
- There are a high number of congested 15-minute intervals during the AM peak (10) from Rip Rap Rd to Mallory St. Queues regularly develop back to Armistead Ave.
- There are a high number of congested 15-minute intervals during the PM peak (16) eastbound from Settlers Landing Rd to Mallory St. Queues regularly develop back to I-664.
- There are a high number of congested 15-minute intervals during the PM peak (16) westbound from Bay Ave to Ocean View Ave. Queues regularly develop back to I-564.
- Backups are also prevalent during weekday non-peak hours and on weekends, particularly during the summer.
- Curves at the entrance to both the EB and WB tunnels cause many drivers to slow down entering the tunnel.
- Overheight vehicles are an issue, particularly in the WB direction. A total of 596 vehicles were turned around at the South Island entrance to the tunnel in 2013, which greatly disrupts traffic flow in both directions. This compares to the worst year of 2005, when 1,024 vehicles were turned around at the South Island entrance to the tunnel.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Consider adding tolls ("congestion pricing") to the Hampton Roads Harbor crossings.
- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. This could include increasing transit service across the Hampton Roads Harbor, such as enhancing express bus service or implementing ferry service.
- Improve ITS technologies and signage to minimize over-height vehicle turnarounds at the tunnel entrance.
- Continue to use and improve ITS/operational strategies to manage traffic at the tunnel and quickly respond to incidents. This can help reduce clearance times and reduce the number of secondary incidents.
- ODU is currently conducting a study titled "Investigation of Sources of Congestion at the HRBT" that should be completed by the end of the year. Planners and engineers should review this study in order to develop specific remedies for these sources of congestion.
- Add additional capacity across the Hampton Roads Harbor.

CMP CONGESTED CORRIDOR - FREEWAY #3

I-64/High Rise Bridge Between I-264 & I-664 (Bowers Hill) and Greenbrier Pkwy
City of Chesapeake



LEGEND

(2013 Roadway Characteristics, by Direction)

39,998	Weekday Volume
2L	Number of Lanes
3,704 (9.3%)	Daily Trucks (%)

CORRIDOR SUMMARY

Corridor Length	10.72 Miles
Speed Limit	60 mph
Roadway Class	Interstate
Transit Service	HRT MAX Bus Routes 967
Highest CMP Segment Score	91 – Eastbound from Battlefield Blvd to I-464 during PM Peak

RECENT PROJECTS

- Widening and ramp improvements on I-64 between Greenbrier Pkwy and I-464 (Completed in 2009).

FUTURE PROJECTS

2034 LRTP Projects

- I-64 Southside Widening (including the High Rise Bridge). This was added to the 2034 LRTP in September 2014 as a Hampton Roads Transportation Fund (HRTF) project.

				Eastbound (2013)												Westbound (2013)												Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
I-64	GREENBRIER PKWY	BATTLEFIELD BLVD	1.42	59	38	1.05	1.61	1.04	5.28	0	8	1	73	LOW	SEV	59	63	1.05	0.99	1.33	1.04	0	0	2	0	LOW	LOW	12	12	167,000	4.2	LOW
I-64	BATTLEFIELD BLVD	I-464	1.08	56	23	1.08	2.65	1.06	6.06	0	12	5	274	LOW	SEV	62	62	1.00	0.99	1.03	1.05	0	0	0	0	LOW	LOW	9	9	163,000	8.5	MOD
I-64	I-464	GEORGE WASHINGTON HWY	4.38	59	48	1.04	1.27	1.06	1.92	0	0	2	41	LOW	MOD	55	57	1.10	1.07	1.31	1.36	0	0	10	5	LOW	LOW	4	4	124,000	128.7	SEV
I-64	GEORGE WASHINGTON HWY	MILITARY HWY	1.53	61	57	1.02	1.08	1.06	1.57	0	0	0	8	LOW	LOW	18	47	3.38	1.29	5.86	2.57	8	0	126	27	SEV	MOD	4	4	100,000	64.8	SEV
I-64	MILITARY HWY	I-264&664	2.31	60	52	1.02	1.17	1.03	2.09	0	0	1	12	LOW	MOD	27	50	2.23	1.22	5.33	2.50	5	0	45	18	SEV	MOD	4	4	95,000	19.5	SEV

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	YES
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	YES
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	-
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	-
	2-13 Bicycle Storage Systems	-
	2-14 Improved/Expanded Pedestrian Network	-
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	YES
	3-2 HOV Toll Savings	YES
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	-
	4-3 Intersection Signalization Improvements	-
	4-4 Coordinated Intersections Signals	-
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	IN USE
	4-9 Incident Management, Detection, Response & Clearance	IN USE
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	-
	4-12 Ramp Metering	YES
	4-13 Access Control and Connectivity	-
	4-14 Median Control	-
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	YES
	5-2 Arterial lanes	-
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - FREEWAY #3

I-64/High Rise Bridge

Between I-264 & I-664 (Bowers Hill) and Greenbrier Pkwy

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

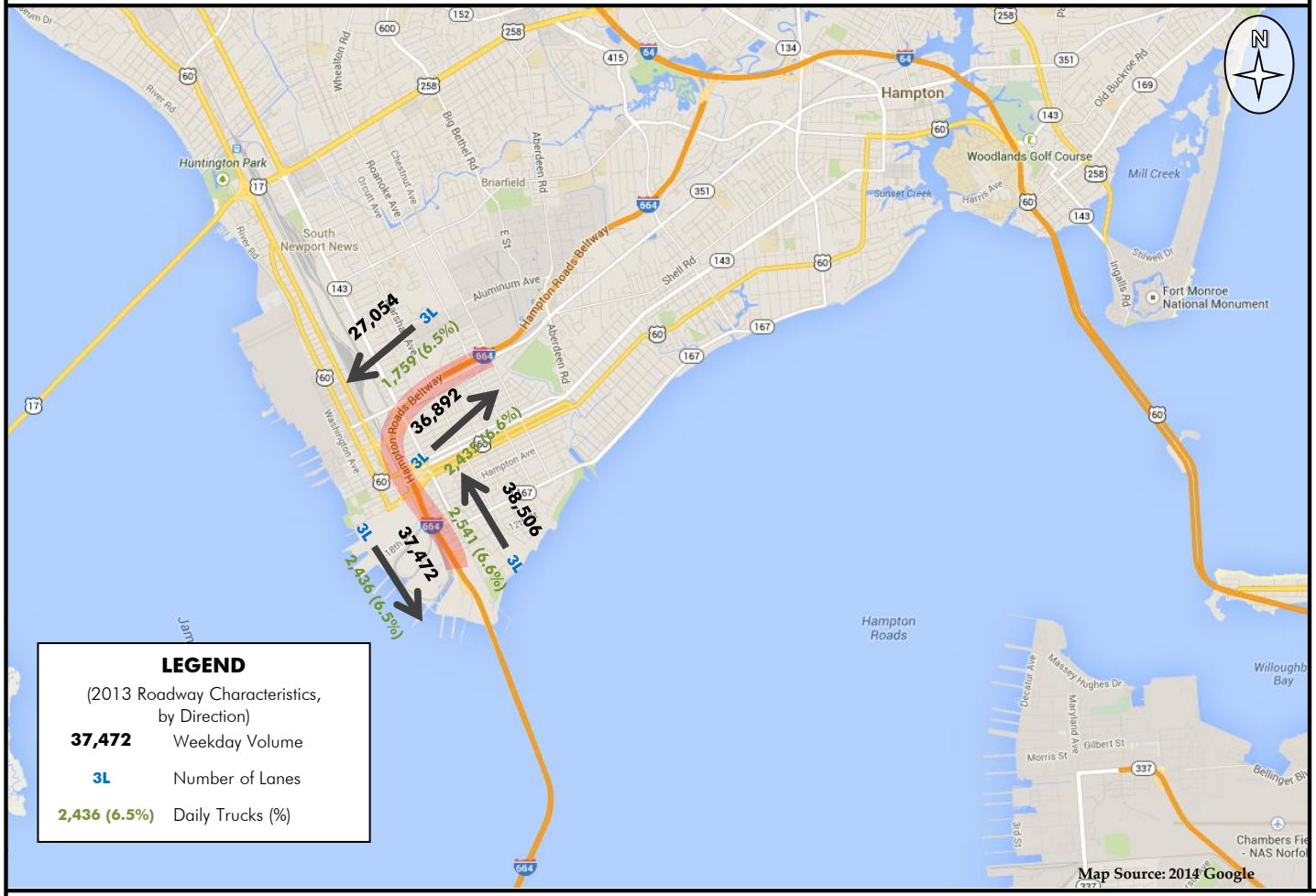
- There is a capacity deficiency between I-264/I-664 and I-464. This is due to having only 2 lanes in each direction and also caused by capacity constraints of the High Rise Bridge. Between I-264/I-664 and I-464, AM Peak Hour volumes are as high as 4,070 vehicles in the WB direction (towards Virginia Beach) and PM Peak Hour volumes are as high as 3,870 in the EB direction (towards Suffolk).
- Backups occur during the AM Peak Period at the merge of George Washington Highway ramps and I-64 WB (towards Virginia Beach). Backups regularly occur on I-64 WB from George Washington Highway back to the I-264/I-664 interchange.
- Backups regularly occur on I-64 EB (towards Suffolk) during the PM Peak Period from the High Rise Bridge back to Greenbrier Pkwy. The segment from Battlefield Blvd to I-464 is congested for 12 15-minute intervals during the PM Period.
- Weaving is an issue on I-64 EB (towards Suffolk) at the I-464/Chesapeake Expressway interchange. Weaving/merging is also an issue at the I-264/I-664 Interchange in Bowers Hill.
- High truck volumes (9.3% of all daily traffic).
- Sun glare is an issue at times in the corridor.
- Long term nightly closures of the Gilmerton Bridge have led traffic to divert to the High Rise Bridge.
- Openings of the High Rise Bridge are restricted from 6:00 am - 9:00 am and from 3:00 pm – 6:00 pm.
- Volumes (and presumably backups) increased once tolls were implemented at the Midtown and Downtown Tunnels in February 2014.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor.
- Maintain bridge opening restrictions during morning and afternoon peak periods.
- Improve the interchange of I-64 and I-464/Chesapeake Expressway to reduce weaving movements.
- Continue to use and improve ITS/Operational strategies to manage traffic in the corridor and quickly respond to incidents.
- Widen I-64 and the High Rise Bridge.

CMP CONGESTED CORRIDOR - FREEWAY #4

Monitor-Merrimac Mem. Bridge Tunnel (I-664) Between Terminal Ave and Chestnut Rd
City of Newport News



CORRIDOR SUMMARY

Corridor Length	2.61 Miles
Speed Limit	60 mph
Roadway Class	Interstate
Transit Service	HRT Bus Routes 121 and MAX 961
Highest CMP Segment Score	85 – Southbound from Chestnut Ave to 23rd St during PM Peak

RECENT PROJECTS

- None

FUTURE PROJECTS

- None

				Southbound (2013)												Northbound (2013)												Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
I-664	TERMINAL AVE	23RD ST	0.92	54	12	1.08	4.76	1.25	7.56	0	12	3	140	LOW	SEV	62	62	1.00	1.00	1.04	1.06	0	0	0	0	LOW	LOW	6	6	94,000	9.3	LOW
I-664	23RD ST	CHESTNUT AVE	1.69	59	17	1.04	3.63	1.06	9.28	0	11	1	148	LOW	SEV	61	60	1.02	1.03	1.07	1.06	0	0	0	1	LOW	LOW	6	6	97,000	6.1	LOW

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	YES
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	YES
	2-2 Exclusive Right-of-Way - New Bus Facilities	YES
	2-3 Ferry Services	YES
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	-
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	-
	2-13 Bicycle Storage Systems	-
	2-14 Improved/Expanded Pedestrian Network	-
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	YES
	3-2 HOV Toll Savings	YES
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	-
	4-3 Intersection Signalization Improvements	-
	4-4 Coordinated Intersections Signals	-
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	IN USE
	4-9 Incident Management, Detection, Response & Clearance	IN USE
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	-
	4-12 Ramp Metering	YES
	4-13 Access Control and Connectivity	-
	4-14 Median Control	-
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	YES
	5-2 Arterial lanes	-
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - FREEWAY #4

Monitor-Merrimac Mem. Bridge Tunnel (I-664)

Between Terminal Ave and Chestnut Rd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

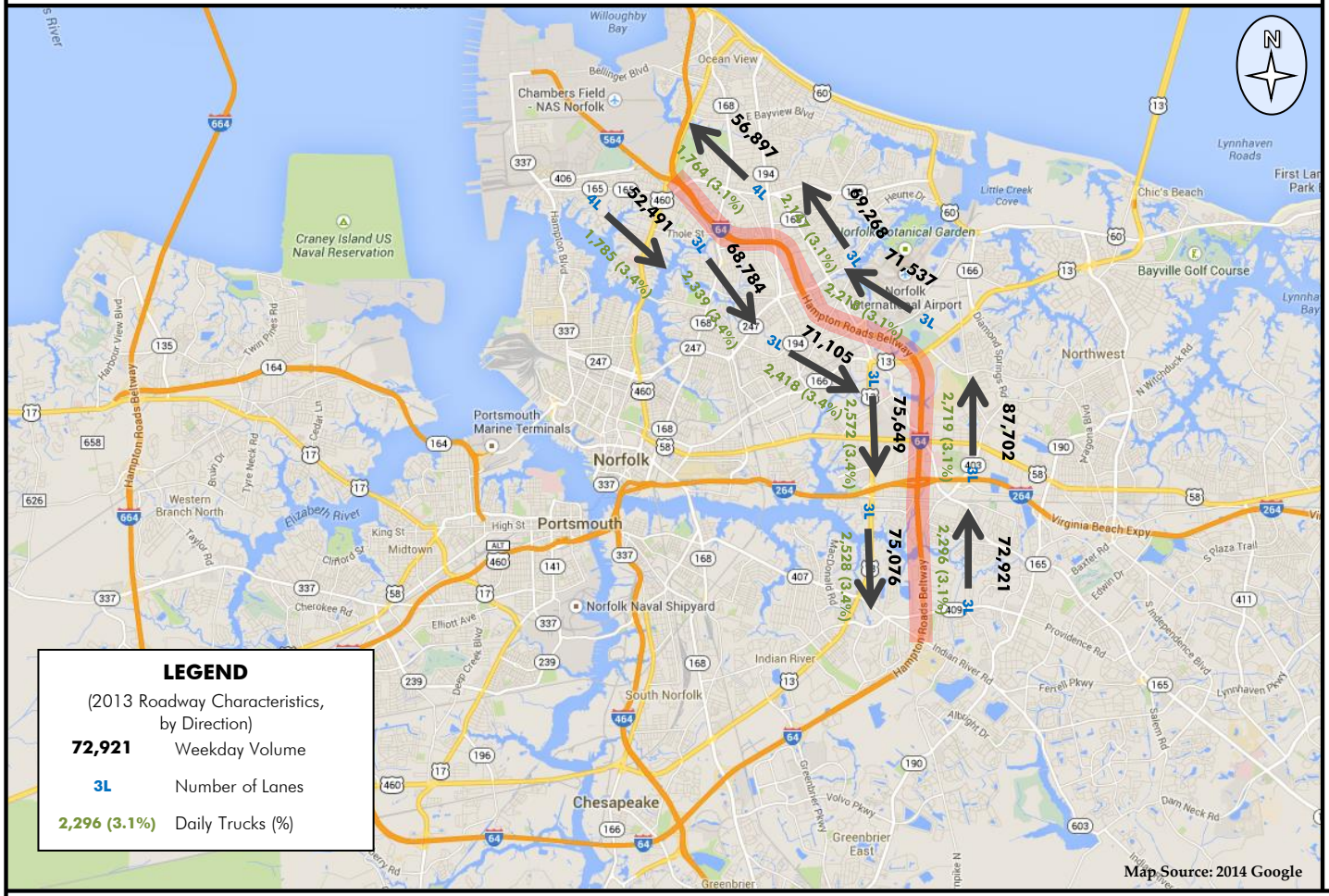
- There is a capacity deficiency at the tunnel. This is due to having only 2 lanes in each direction and also caused by tunnel-related physical and human factors. Whereas a typical freeway can carry up to 2,100 - 2,200 vehicles per hour per lane, the Monitor-Merrimac Memorial Bridge-Tunnel only carries a maximum of approximately 1,750 vehicles per hour per lane.
- Traffic backups in the SB direction extend from Terminal Ave/MMMBT entrance back to Chestnut Rd on a regular basis during the PM Peak Period. The segment from 23rd St to Terminal Ave is congested for 12 15-minute intervals during the PM Peak Period.
- High truck volumes in both directions (6.5%-6.6%).

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Consider adding tolls ("congestion pricing") to the Hampton Roads Harbor crossings.
- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. This could include increasing transit service across the Hampton Roads Harbor, such as enhancing express bus service or implementing ferry service.
- Continue to use and improve ITS/Operational strategies to manage traffic at the tunnel and quickly respond to incidents. This can help reduce clearance times and reduce the number of secondary incidents.
- Add additional capacity across the Hampton Roads Harbor.

CMP CONGESTED CORRIDOR - FREEWAY #5

I-64 Between I-564 and Indian River Rd
Cities of Norfolk and Virginia Beach



LEGEND

(2013 Roadway Characteristics, by Direction)

72,921	Weekday Volume
3L	Number of Lanes
2,296 (3.1%)	Daily Trucks (%)

CORRIDOR SUMMARY

Corridor Length	10.09 Miles
Speed Limit	55 mph
Roadway Class	Interstate
Transit Service	HRT MAX Bus Routes 918/919 & 922
Highest CMP Segment Score	80 – Eastbound from Chesapeake Blvd to Norview Ave during PM Peak

RECENT PROJECTS

• Ramp improvements on I-64 EB at Norview Avenue (Completed in 2013).

FUTURE PROJECTS

2034 LRTP Projects

• I-64/I-264 Interchange. This was added to the 2034 LRTP in September 2014 as a Hampton Roads Transportation Fund (HRTF) project.

				Eastbound (2013)												Westbound (2013)												Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		#CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		#CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	1.17	57	26	1.11	2.38	1.22	4.52	0	7	5	130	LOW	SEV	54	44	1.16	1.44	1.90	3.77	0	6	25	40	MOD	SEV	8	8	150,000	4.1	LOW
I-64	TIDEWATER DR	CHESAPEAKE BLVD	1.04	51	28	1.21	2.18	2.28	3.76	0	8	16	125	MOD	SEV	45	54	1.39	1.16	3.86	1.13	3	0	48	19	SEV	MOD	6	6	154,000	8.4	SEV
I-64	CHESAPEAKE BLVD	NORVIEW AVE	0.97	48	31	1.30	2.06	2.64	3.70	1	8	31	144	SEV	SEV	47	55	1.34	1.13	3.27	1.10	2	0	44	13	SEV	LOW	6	6	160,000	10.6	SEV
I-64	NORVIEW AVE	MILITARY HWY	1.22	54	38	1.16	1.64	1.61	3.11	0	7	17	102	MOD	SEV	50	57	1.24	1.09	2.76	1.15	0	0	34	9	MOD	LOW	6	6	175,000	19.6	SEV
I-64	MILITARY HWY	NORTHAMPTON BLVD	1.07	57	33	1.09	1.86	1.34	3.58	0	8	8	112	LOW	SEV	45	55	1.37	1.11	2.59	1.19	2	0	45	20	SEV	LOW	6	6	165,000	9.7	MOD
I-64	NORTHAMPTON BLVD	I-264	2.12	52	38	1.13	1.56	1.50	2.53	0	8	12	95	LOW	SEV	44	47	1.41	1.32	2.79	2.41	3	1	54	45	SEV	SEV	7	7	185,000	7.9	SEV
I-64	I-264	VA BEACH CL	0.93	59	41	1.04	1.50	1.05	2.40	0	4	3	80	LOW	SEV	37	36	1.62	1.65	2.96	3.85	5	3	78	46	SEV	SEV	6	6	160,000	14.3	SEV
I-64	NORFOLK CL	INDIAN RIVER RD	1.57	59	41	1.04	1.50	1.05	2.40	0	4	3	80	LOW	SEV	37	36	1.62	1.65	2.96	3.85	5	3	78	46	SEV	SEV	8	8	160,000	14.1	SEV

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	YES
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	YES
	2-2 Exclusive Right-of-Way - New Bus Facilities	YES
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	-
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	-
	2-13 Bicycle Storage Systems	-
	2-14 Improved/Expanded Pedestrian Network	-
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	IN USE
	3-2 HOV Toll Savings	YES
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	-
	4-3 Intersection Signalization Improvements	-
	4-4 Coordinated Intersections Signals	-
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	IN USE
	4-8 Freight Policies and Improvements	YES
	4-9 Incident Management, Detection, Response & Clearance	IN USE
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	YES
	4-13 Access Control and Connectivity	-
	4-14 Median Control	-
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	YES
	5-2 Arterial lanes	-
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - FREEWAY #5

I-64 (Norfolk/Virginia Beach)

Between I-564 and Indian River Rd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

- Traffic queues on I-64 WB on a regular basis during the AM Peak Period from Indian River Rd through the I-264 interchange to Military Highway, and from Norview Ave to Tidewater Dr.
- Traffic queues on I-64 EB on a regular basis throughout the entire corridor during the PM Peak Period, and from Indian River Rd through the I-264 interchange to Northampton Blvd in the WB direction. Most of the I-64 EB segments are congested for 8 15-minute intervals during the PM Peak Period.
- Ramps from I-264 back up onto I-64 regularly beyond the Virginia Beach Boulevard overpass during the PM Peak Period and the Twin Bridges during both peak periods.
- Merging vehicles are an issue at the I-64/I-264 Interchange, particularly at the I-264 WB on-ramp to I-64 EB.
- Backups occur at the merging area of the Northampton Boulevard on-ramp to I-64 EB.
- The reversible HOV lanes are underutilized in the corridor when HOV restrictions are in effect given the capacity of 2,200 vphpl. In 2013, the HOV lanes only carried approximately 400 vehicles per hour per lane in the AM and 500 vehicles per hour per lane in the PM during the restrictions.
- Traffic volumes are heavy in the corridor, particularly during the PM Peak Hour. (For example, 7,300 vehicles use I-64 EB from I-264 to Indian River Rd and 6,500 vehicles use I-64 WB from I-264 to Northampton Blvd during the PM Peak Hour).

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor.
- Encourage local military leaders to modify policies concerning work times.
- Continue to use and improve ITS/Operational strategies to manage traffic in this corridor and quickly respond to incidents. This can help reduce clearance times and reduce the number of secondary incidents.
- Consider converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes to improve the usage of the existing roadway capacity.
- Widen I-64 EB from the end of the Northampton Boulevard on-ramp to beyond the merging area for the reversible lanes. This will allow for the Northampton Boulevard on-ramp to remain as a through lane rather than the much less used ramp coming from the HOV lanes.
- Improve the interchange of I-64 and I-264. This could include:
    - Balancing traffic volumes by restriping I-64 EB to allow for 2 lanes exiting to I-264 and 2 through lanes continuing towards Chesapeake. This would also allow for the I-264 on-ramp to I-64 EB to have a dedicated lane beyond the interchange rather than the existing short acceleration lane.
    - Widening the ramp from WB I-64 to EB I-264 to 2 lanes.
    - Lengthening the acceleration lane from the I-264 ramp to EB I-64.
- Rebuild the EB side of the interchange of I-64 and Indian River Road to alleviate weaving/merging issues.
- Consider strategies included in Arterial #2 – Indian River Rd and Arterial #3 – Northampton Blvd.

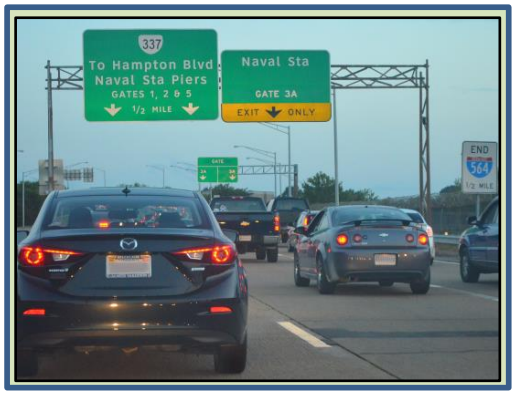
CMP CONGESTED CORRIDOR - FREEWAY #6

I-564 Between International Terminal Blvd and Admiral Taussig Blvd
City of Norfolk

LEGEND

(2013 Roadway Characteristics, by Direction)

21,396	Weekday Volume
3L	Number of Lanes
497 (2.3%)	Daily Trucks (%)



CORRIDOR SUMMARY

Corridor Length	1.87 Miles
Speed Limit	55 mph
Roadway Class	Interstate
Transit Service	HRT Bus Route 3 and MAX 919 & 922
Highest CMP Segment Score	74 – Westbound from International Terminal Blvd to Admiral Taussig Blvd during AM Peak

RECENT PROJECTS

- None

FUTURE PROJECTS

FY 2015 SYIP/TIP Projects

- Intermodal Connector between I-564 and Second St in Norfolk International Terminals and Naval Station Norfolk (UPC #18968 – Construction expected to begin in 2015).

2034 LRTP Projects

- Air Terminal Interchange on I-564 at Naval Station Norfolk (PE only)

FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	Northbound (2013)												Southbound (2013)												Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTERVAL		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
I-564	ADMIRAL TAUSSIG BLVD	FUTURE INTERMODAL CONNECTOR	0.5	27	51	1.92	1.03	3.22	1.06	8	0	90	0	SEV	LOW	48	49	1.04	1.01	1.16	1.28	0	0	0	0	LOW	LOW	4	4	33,000	0.1	LOW
I-564	FUTURE INTERMODAL CONNECTOR	INTERNATIONAL TERMINAL BLVD	1.37	27	51	1.92	1.03	3.22	1.06	8	0	90	0	SEV	LOW	48	49	1.04	1.01	1.16	1.28	0	0	0	0	LOW	LOW	6	6	50,000	0.5	LOW

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	YES
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	YES
	2-2 Exclusive Right-of-Way - New Bus Facilities	YES
	2-3 Ferry Services	YES
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	-
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	-
	2-13 Bicycle Storage Systems	-
	2-14 Improved/Expanded Pedestrian Network	-
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	YES
	3-2 HOV Toll Savings	YES
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	-
	4-3 Intersection Signalization Improvements	-
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	YES
	4-8 Freight Policies and Improvements	IN USE
	4-9 Incident Management, Detection, Response & Clearance	IN USE
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	YES
	4-13 Access Control and Connectivity	-
	4-14 Median Control	-
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	YES
	5-2 Arterial lanes	-
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - FREEWAY #6

I-564 (Norfolk)

Between International Terminal Blvd and Admiral Taussig Blvd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

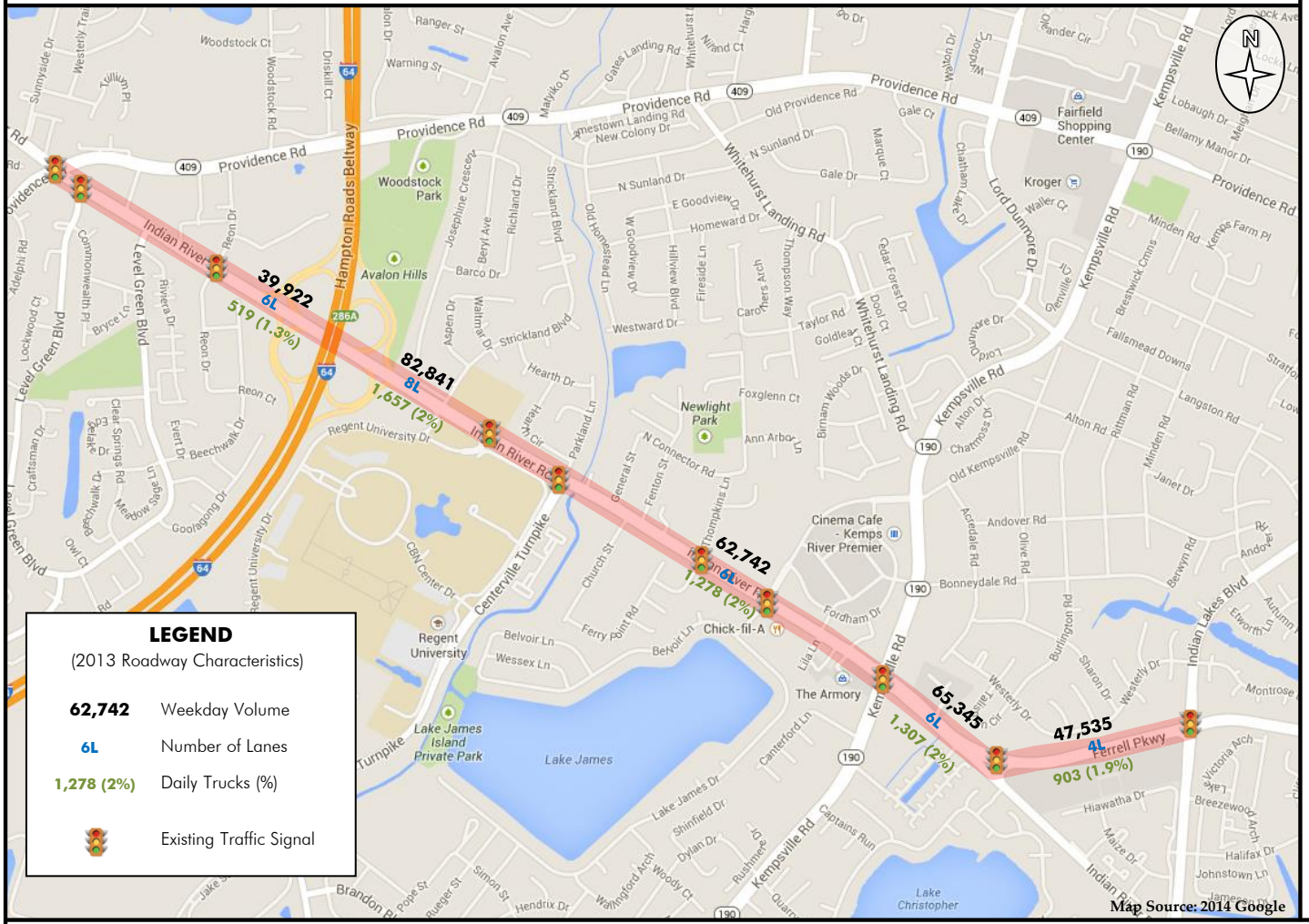
- There is congestion at Naval Station Norfolk (Gates 3/3A, 4, 5, and 22) and Naval Support Activity Hampton Roads (Gate 5) during the AM Peak Period.
- Traffic queues on I-564 NB from the Navy gate entrances in the early AM Peak Period. These queues regularly extend (on I-564 NB) from Admiral Taussig Blvd back to International Terminal Blvd.
- I-564 NB between International Terminal Blvd and Admiral Taussig Blvd is congested for 8 15-minute intervals during the AM Peak Period.
- Traffic control devices (including "railroad" gates on NB Hampton Blvd) are used to notify travelers from I-564 to access Gates 1 and 2 during the AM Peak Period.
- There is a high directional distribution of traffic volumes on I-564 during the AM Peak Period (86% NB, 14% SB) and the PM Peak Period (87% SB, 13% NB). This translates to 3,448 vehicles traveling NB during the AM Peak Hour and 4,151 vehicles traveling SB during the PM Peak Hour.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Encourage local military leaders to modify policies concerning work times and work location (by entry gate).
- Encourage local partnerships with Hampton Roads Transit (HRT) and others to increase travel options for military personnel through travel demand management strategies such as working off-peak hours, telecommuting, ridesharing (carpools/vanpools), and using public transit.
- Extend light rail passenger service to/from Naval Station Norfolk.
- Ensure coordination of the signals on Admiral Taussig Blvd.
- Improve the operations of the gates, particularly at Gates 3/3A. This could include adding additional lanes for processing through the gates and improving technologies at the gates.
- Construct the Intermodal Connector and Air Terminal Interchange projects to improve access from I-564 to Naval Station Norfolk.
- Construct the Third Crossing to improve access to Naval Station Norfolk.

CMP CONGESTED CORRIDOR - ARTERIAL #2

Indian River Rd/Ferrell Pkwy Between Providence Rd and Indian Lakes Blvd
City of Virginia Beach



CORRIDOR SUMMARY

Corridor Length	2.64 Miles
Speed Limit	45 mph
Roadway Class	Principal/Minor Arterial
Transit Service	HRT Bus Route 12
Highest CMP Segment Score	76 – Eastbound from I-64 to Centerville Tpke during PM Peak

RECENT PROJECTS

- None

FUTURE PROJECTS

FY 2015 SYIP/TIP Intersection Improvements

- Indian River Road at Kempsville Road (UPC #84366 - Construction expected to begin in 2015)

2034 LRTP Projects

- Indian River Road between Centerville Turnpike and Ferrell Parkway (Widen to 8 lanes)
- Ferrell Parkway between Indian River Road and Pleasant Valley Road (Widen to 6 lanes)

				Eastbound (2013)														Westbound (2013)														Both Directions			
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
INDIAN RIVER RD	PROVIDENCE RD	I-64	0.66	36	25	1.13	1.62	0.04	0.46	1.33	2.49	0	5	7	47	LOW	SEV	29	21	1.27	1.73	0.15	0.60	1.72	2.09	0	15	16	82	MOD	SEV	6	6	48,000	2.0	MOD
INDIAN RIVER RD	I-64	CENTERVILLE TNPK	0.57	29	17	1.42	2.46	0.26	1.23	2.00	3.65	1	16	72	227	SEV	SEV	35	34	1.24	1.28	0.11	0.07	1.74	1.57	0	0	19	63	LOW	MOD	8	8	110,000	63.8	SEV
INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	0.72	30	17	1.25	2.29	0.13	1.05	1.61	3.04	0	15	21	226	MOD	SEV	27	30	1.45	1.30	0.28	0.11	2.53	1.57	1	0	52	44	SEV	MOD	6	8	82,000	13.8	SEV
INDIAN RIVER RD	KEMPSVILLE RD	FERRELL PKWY	0.24	38	39	1.10	1.09	-0.04	-0.15	1.29	1.24	0	0	9	21	LOW	LOW	19	21	1.89	1.65	0.70	0.47	3.02	2.36	10	16	140	142	SEV	SEV	6	8	76,000	33.5	MOD
FERRELL PKWY	INDIAN RIVER RD	INDIAN LAKES BLVD	0.45	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	4	6	58,000	9.9	LOW

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	YES
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicle (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	YES
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	YES
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	YES
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	YES
	4-14 Median Control	IN USE
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #2

Indian River Road / Ferrell Parkway

Between Providence Rd and Indian Lakes Blvd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

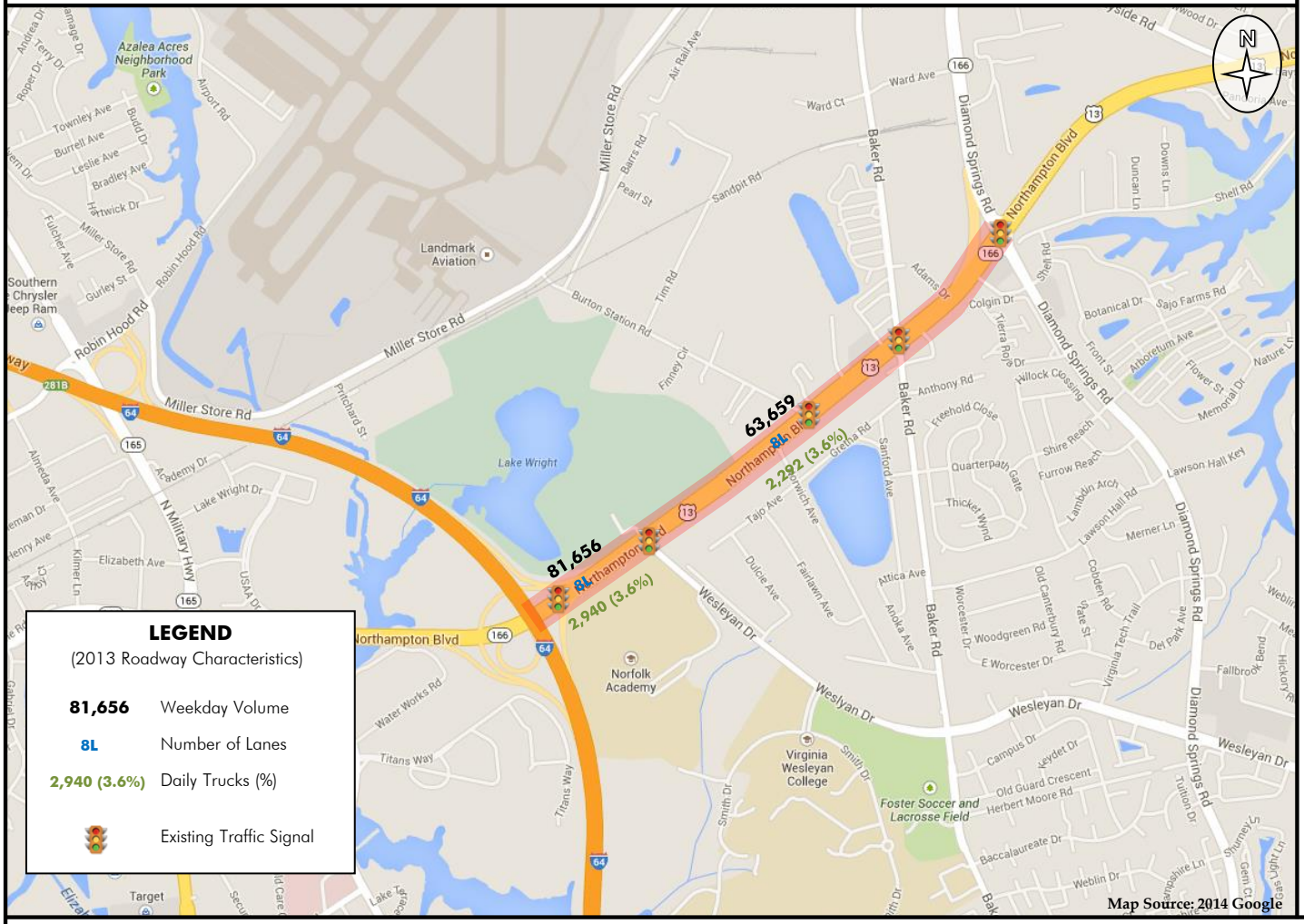
- The queue for the EB Indian River Road approach to Kempsville Road spills back over 1.5 miles onto I-64 during the PM peak period.
- The ramp from WB Indian River Rd to WB I-64 is congested during both the AM and PM peak periods.
- Heavy EB PM peak hour volume (3,622 vehicles from I-64 to Centerville Tpke).
- Heavy WB AM peak hour volume (2,838 vehicles from Ferrell Pkwy to Kempsville Rd).
- High directional distribution of traffic on Indian River Road during PM peak (58% EB).
- Heavy traffic on all approaches of the Kempsville Rd intersection during the PM peak period.
- WB Indian River Rd dual left-turn lanes at Kempsville Rd intersection back up into through lanes during the PM peak.
- At the same intersection, NB Kempsville Rd through lanes back up blocking vehicles from entering the left-turn lanes during the AM peak.
- Weaving is an issue on EB Indian River Rd between traffic coming from the WB I-64 off-ramp and drivers attempting to turn right into Regent University or onto Centerville Tpke.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor.
- Improve the intersection of Indian River Road and Kempsville Road. Rebuilding the intersection with a non-traditional configuration is included in the SYIP/TIP (UPC #84366), with construction expected to begin in 2015.
- Ensure coordination of signals in the corridor.
- Widen Indian River Road. (This project is included in the Long-Range Transportation Plan.)
- Construct alternate routes, such as the Southeastern Parkway and Greenbelt. The extension of Lynnhaven Pkwy between Centerville Tpke and Indian River Rd (UPC #14603) is under construction and will reduce congestion at Indian River Road/Kempsville Rd when complete.

CMP CONGESTED CORRIDOR - ARTERIAL #3

Northampton Blvd Between I-64 and Diamond Springs Rd
Cities of Norfolk and Virginia Beach



CORRIDOR SUMMARY

Corridor Length	1.32 Miles
Speed Limit	45 mph
Roadway Class	Principal Arterial
Transit Service	HRT Bus Route 27
Highest CMP Segment Score	69 – Westbound from Wesleyan Dr to I-64 during AM Peak

RECENT PROJECTS

• Realignment of the Wesleyan Drive/Northampton Boulevard intersection 95 feet to the northeast as part of the Wesleyan Drive widening project (completed in 2013). A third left turn lane and a through only lane were also added on Wesleyan Drive at the intersection.

FUTURE PROJECTS

• None

				Eastbound (2013)														Westbound (2013)												Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL	0.34	24	30	1.65	1.29	0.52	0.14	2.36	1.69	7	0	94	75	SEV	MOD	21	24	1.77	1.58	0.61	0.44	3.14	2.65	6	9	95	105	SEV	SEV	8	8	105,000	20.2	SEV
NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD	0.98	24	30	1.65	1.29	0.54	0.13	2.36	1.69	7	0	77	55	SEV	MOD	21	24	1.77	1.58	0.64	0.41	3.14	2.65	6	9	73	89	SEV	SEV	8	8	71,000	3.5	LOW

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	YES
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicle (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	YES
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	YES
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	YES
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	YES
	4-14 Median Control	IN USE
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #3

Northampton Blvd

Between I-64 and Diamond Springs Rd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

- Traffic regularly backs up from I-64 back onto the ramps and onto WB Northampton Boulevard beyond the Wesleyan Dr intersection during the PM peak period.
- The Wesleyan Dr/Northampton Blvd intersection was under construction (End 2012 – End 2013) during the 2013 CMP analysis year. EB Northampton Blvd was reduced by one lane and the signal was run under fixed time operation during construction.
- Heavy WB traffic volumes during the AM peak hour (3,531 vehicles) and the PM peak hour (3,387 vehicles) along Northampton Blvd between Wesleyan Drive and I-64.
- Heavy traffic volumes on the on-ramp from Northampton Blvd to I-64, particularly during the PM peak hour (1,301 vehicles).
- There is a short weaving/merging distance between vehicles coming from the I-64 WB off-ramp to EB Northampton Blvd and EB Northampton Blvd vehicles turning right onto Wesleyan Dr. [1]
- There is a short weaving/merging distance for vehicles coming from the I-64 WB off-ramp to EB Northampton Blvd to turn left into the Lake Wright area.[1]
- There is a short weaving/merging distance for left turning vehicles from NB Wesleyan Dr to WB Northampton Blvd before the I-64 on-ramps. Four signs are in place on NB Wesleyan Dr to direct users to the correct lanes.
- The signal at the intersection of the WB I-64 off ramp and Northampton Blvd is operated to provide additional time for the heavy traffic levels traveling from the WB I-64 off ramp to EB Northampton Blvd. According to Norfolk staff, this has helped reduce the length of backups on the ramp.

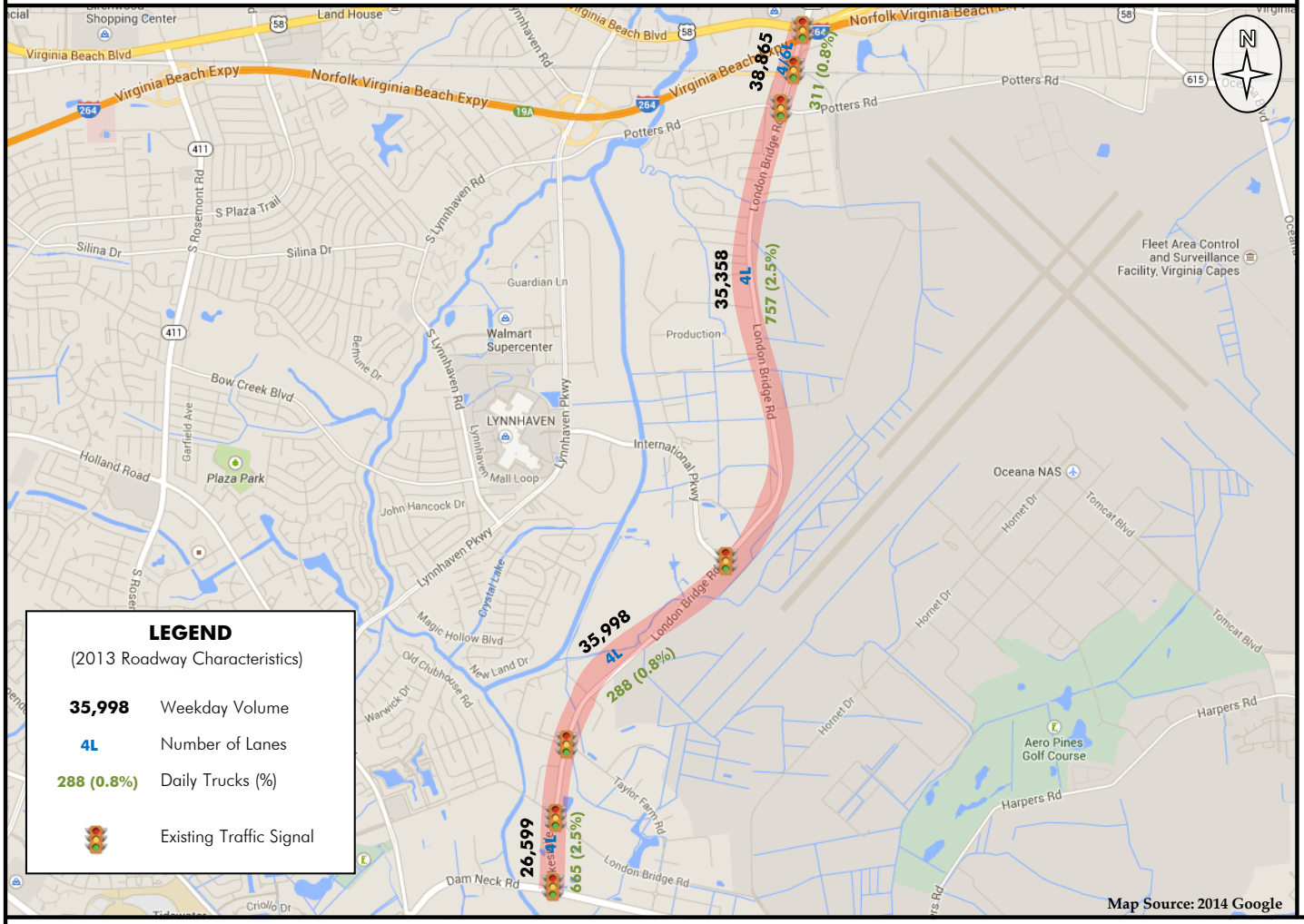
POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor.
- Improve the interchange of I-64 and Northampton Blvd. One possibility is to widen I-64 EB from the end of the Northampton Boulevard on-ramp to beyond the merging area for the reversible lanes. This will allow for the Northampton Boulevard on-ramp to remain as a through lane rather than the much less used ramp coming from the HOV lanes.

[1]In 2014, EB congestion issues have been resolved due to the Wesleyan Dr intersection project and operational improvements.

CMP CONGESTED CORRIDOR - ARTERIAL #5

London Bridge Rd/Drakesmile Rd Between Dam Neck Rd and Virginia Beach Blvd
City of Virginia Beach



CORRIDOR SUMMARY

Corridor Length	4.03 Miles
Speed Limit	35-55 mph
Roadway Class	Minor Arterial
Transit Service	HRT Bus Route 26 (partial)
Highest CMP Segment Score	64 – PM Peak (Between Shipps Corner Rd and International Pkwy)

RECENT PROJECTS

- New partial interchange at I-264 and London Bridge Road (completed in 2012)

FUTURE PROJECTS

2034 LRTP Projects

- London Bridge Road between Dam Neck Road and Drakesmile Road (Widen to 4 lanes)
  - This will likely alleviate traffic congestion on Drakesmile Road.

				Northbound (2013)														Southbound (2013)												Both Directions				
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
DRAKESMILE RD	DAM NECK RD	SHIPPS CORNER RD	0.25	-	-	-	-	-	-	-	-	-	-	-	-	LOW	SEV	-	-	-	-	-	-	-	-	-	-	-	-	LOW	SEV	4	4	29,000	0.6	SEV
LONDON BRIDGE RD	SHIPPS CORNER RD	INTERNATIONAL PKWY	1.34	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	4	4	42,000	1.4	SEV
LONDON BRIDGE RD	INTERNATIONAL PKWY	POTTERS RD	2.08	-	-	-	-	-	-	-	-	-	-	-	-	LOW	SEV	-	-	-	-	-	-	-	-	-	-	-	-	LOW	SEV	4	4	33,000	4.9	LOW
LONDON BRIDGE RD	POTTERS RD	I-264 RAMP	0.15	29	29	1.38	1.37	0.25	0.18	1.87	2.02	0	0	24	39	MOD	MOD	31	26	1.32	1.59	0.23	0.41	1.75	1.99	0	12	16	57	MOD	SEV	6	6	40,000	4.0	MOD
LONDON BRIDGE RD	I-264 RAMP	VA BEACH BLVD	0.21	29	29	1.38	1.37	0.28	0.19	1.87	2.02	0	0	24	40	MOD	MOD	31	26	1.32	1.59	0.22	0.38	1.75	1.99	0	12	21	67	MOD	SEV	6	6	52,000	0.2	SEV

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	IN USE
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicle (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	YES
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	YES
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	YES
	4-11 Elimination of Bottlenecks	-
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	YES
	4-14 Median Control	IN USE
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #5

London Bridge Rd/Drakesmile Rd

Between Dam Neck Rd and Virginia Beach Blvd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

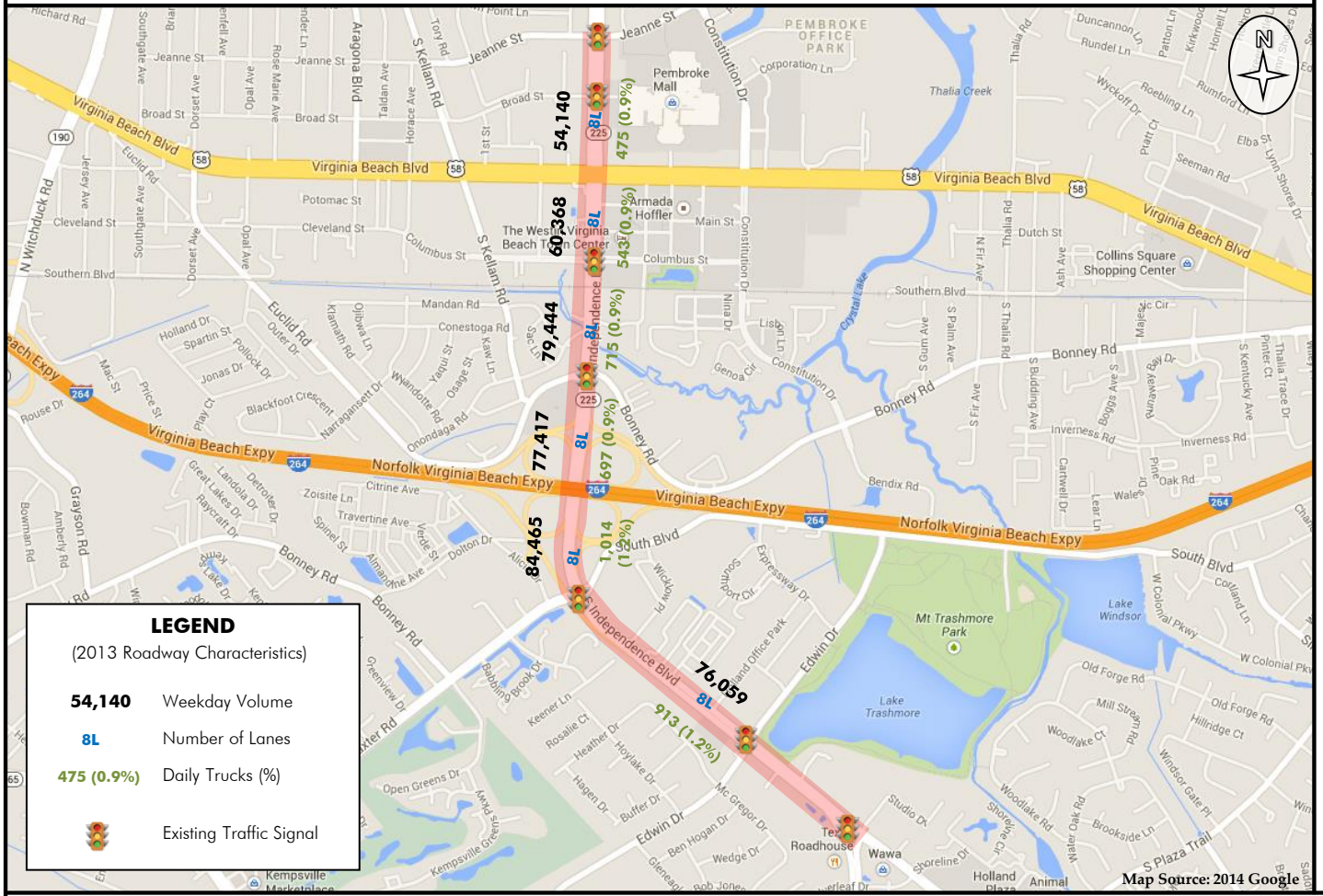
- High directional distribution of traffic along most of London Bridge Rd (56-63% NB in the AM peak and 56-70% SB in the PM peak). Between the I-264 ramp and Virginia Beach Blvd during the PM peak, directional distribution is 65% in the NB direction.
- Traffic queues in NB direction extending all the way from the Virginia Beach Blvd intersection back to Potters Rd during the PM peak. Traffic turning left from the I-264 off-ramp to NB London Bridge Rd occasionally blocks the intersection because of this, impeding SB traffic.
- Traffic queues on all approaches at the Virginia Beach Blvd/Great Neck Rd/London Bridge Rd intersection during the PM peak period.
- Traffic queues on I-264 EB off-ramp to London Bridge Rd during the PM peak. Vehicles back up to the main lanes of I-264 EB.
- Traffic queues on SB London Bridge Rd at Shipps Corner Rd and SB London Bridge Rd at Dam Neck Rd during the PM peak.
- Signals are closely spaced between Potters Rd and Virginia Beach Blvd.
- I-264 overpass limits the ability to expand London Bridge Rd between Virginia Beach Blvd and Potters Rd.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor.
- Consider improvements to the intersection of Virginia Beach Blvd/Great Neck Rd/London Bridge Rd to improve flow on London Bridge Rd. This could include restriping EB Virginia Beach Blvd to provide a triple left turn movement to NB Great Neck Rd and WB Virginia Beach Blvd to provide a double left turn movement to SB London Bridge Rd. The EB triple left would require restriping Great Neck Rd to the north of Virginia Beach Blvd.
- Ensure coordination between the closely spaced signals from Potters Rd to Virginia Beach Blvd.
- Widen London Bridge Rd between Drakesmile Rd and Dam Neck Rd to alleviate backups on SB Drakesmile Rd. (This project is included in the Long-Range Transportation Plan.)

CMP CONGESTED CORRIDOR - ARTERIAL #6

Independence Blvd Between Holland Rd and Jeanne St
City of Virginia Beach



LEGEND
(2013 Roadway Characteristics)

54,140	Weekday Volume
8L	Number of Lanes
475 (0.9%)	Daily Trucks (%)
	Existing Traffic Signal

CORRIDOR SUMMARY

Corridor Length	1.98 Miles
Speed Limit	45 mph
Roadway Class	Principal/Minor Arterial
Transit Service	HRT Bus Routes 1 & 36 MAX 918/919 & 960
Highest CMP Segment Score	63 – Southbound from I-264 to Baxter Rd during the AM and PM Peak

RECENT PROJECTS

- New section of Constitution Drive from Bonney Rd to Columbus St (completed in 2010)

FUTURE PROJECTS

- None

				Northbound (2013)														Southbound (2013)														Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	0.80	24	29	1.65	1.38	0.53	0.13	2.90	1.76	6	0	54	122	SEV	MOD	38	28	1.16	1.59	0.02	0.42	1.39	2.04	0	6	18	74	LOW	SEV	8	8	80,000	5.9	SEV
INDEPENDENCE BLVD	BAXTER RD	I-264	0.23	33	32	1.27	1.30	0.15	0.08	1.79	1.61	0	0	19	90	MOD	MOD	26	26	1.72	1.75	0.58	0.57	2.20	2.20	16	16	143	146	SEV	SEV	8	8	89,000	27.5	SEV
INDEPENDENCE BLVD	I-264	BONNEY RD	0.24	27	25	1.21	1.30	0.07	0.08	1.65	1.63	0	0	26	74	LOW	MOD	33	27	1.23	1.52	0.11	0.24	1.47	2.13	0	3	15	96	LOW	SEV	8	8	87,000	18.2	SEV
INDEPENDENCE BLVD	BONNEY RD	COLUMBUS ST	0.25	27	25	1.21	1.30	0.07	0.08	1.65	1.63	0	0	26	74	LOW	MOD	33	27	1.23	1.52	0.11	0.24	1.47	2.13	0	3	15	96	LOW	SEV	8	8	87,000	12.1	SEV
INDEPENDENCE BLVD	COLUMBUS ST	VA BEACH BLVD	0.18	27	25	1.21	1.30	0.07	0.08	1.65	1.63	0	0	26	74	LOW	MOD	33	27	1.23	1.52	0.11	0.24	1.47	2.13	0	3	15	96	LOW	SEV	8	8	68,000	2.8	MOD
INDEPENDENCE BLVD	VA BEACH BLVD	JEANNE ST	0.28	39	38	1.10	1.14	0.00	-0.01	1.26	1.33	0	0	7	22	LOW	LOW	36	27	1.13	1.49	0.02	0.34	1.28	2.21	0	3	10	63	LOW	SEV	8	8	62,000	13.5	LOW

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	YES
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	YES
	2-2 Exclusive Right-of-Way - New Bus Facilities	YES
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	YES
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	YES
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	IN USE
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	IN USE
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	YES
	4-14 Median Control	IN USE
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #6

Independence Blvd

Between Holland Rd and Jeanne St

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

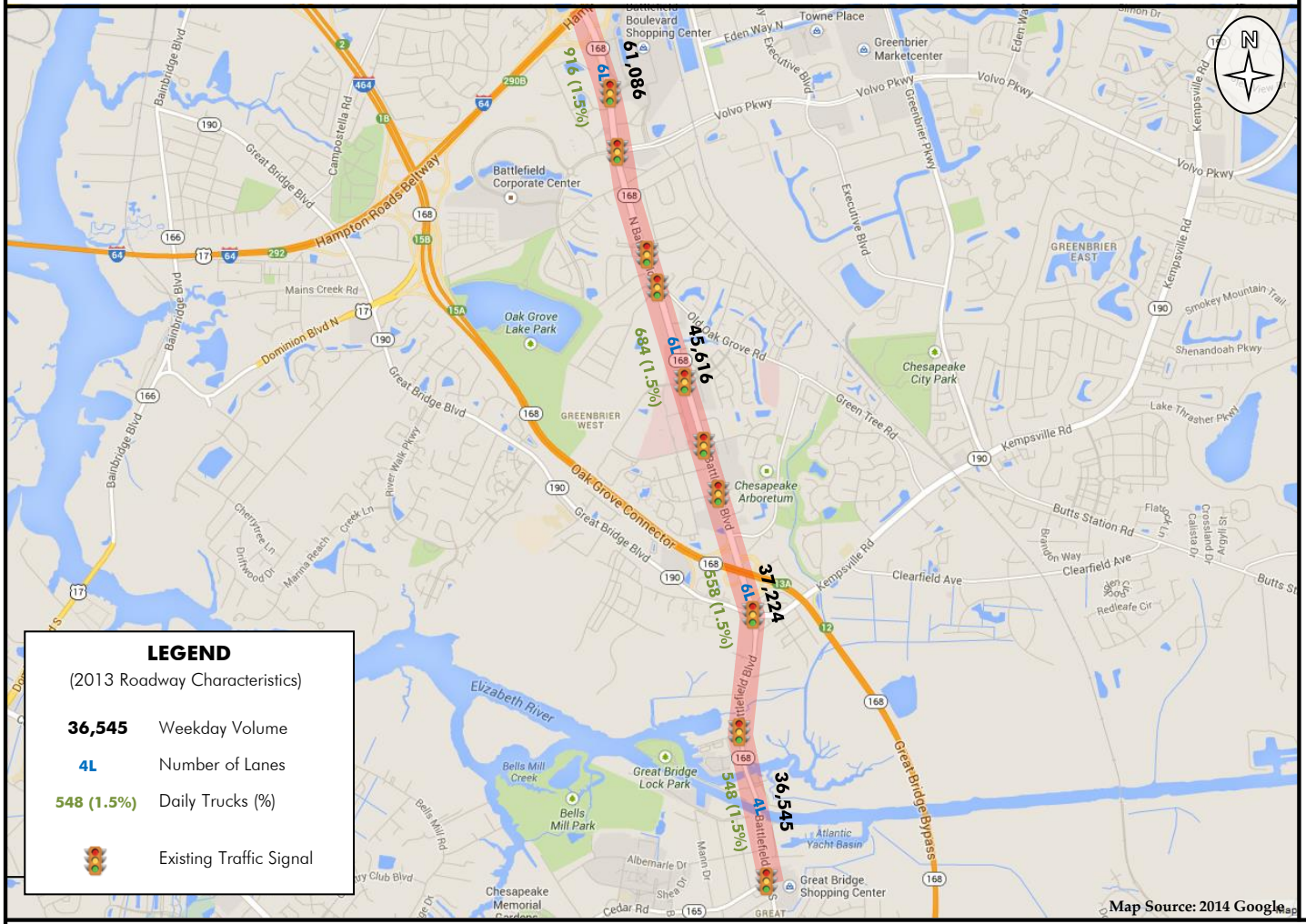
- The I-264/Independence Blvd interchange configuration is inadequate for existing traffic conditions. Issues include a short weaving area on NB Independence Blvd between I-264 and Bonney Road and a short merging area on SB Independence Blvd at the I-264 WB off-ramp.
- Traffic backs up on NB Independence Boulevard from Bonney Road back onto the I-264 ramps during the PM Peak Period. Traffic also backs up on the I-264 EB ramp to SB Independence Blvd.
- Traffic volumes are heavy in this corridor during the PM Peak Hour (3,709-4,196 vehicles in peak the direction on Independence Boulevard)
- The Virginia Beach Blvd, Columbus St, Bonney Rd, and Baxter Rd intersections are congested during the PM Peak Period.
- Traffic is congested on NB Independence Blvd from Holland Rd to Bonney Rd during the AM Peak Period.
- High directional distribution of traffic between I-264 and Holland Rd during AM peak (61% NB) and PM peak (62% SB).
- Signals are closely spaced between Bonney Rd and Virginia Beach Blvd.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor, e.g. the current HRT Virginia Beach Transit Extension Study.
- Ensure coordination of signals in the corridor, especially between the closely spaced signals from Bonney Rd to Virginia Beach Blvd.
- Improve the interchange of I-264 and Independence Boulevard to add capacity, improve safety, and reduce weaving movements. Possible improvements would include Single Point Urban Interchange and Diverging Diamond Interchange designs.
- Improve alternate routes, such as an overpass of I-264 in the Constitution Dr/Edwin Dr corridor.

CMP CONGESTED CORRIDOR - ARTERIAL #7

Battlefield Blvd Between Cedar Rd and I-64
City of Chesapeake



LEGEND
(2013 Roadway Characteristics)

36,545	Weekday Volume
4L	Number of Lanes
548 (1.5%)	Daily Trucks (%)
	Existing Traffic Signal

CORRIDOR SUMMARY

Corridor Length	4.01 Miles
Speed Limit	35-45 mph
Roadway Class	Principal/Minor Arterial
Transit Service	HRT Bus Route 14
Highest CMP Segment Score	62 – Southbound from Great Bridge Blvd/ Kempsville Rd to Cedar Rd during the PM Peak

RECENT PROJECTS

- Intersection/signal improvements at Battlefield Blvd/Volvo Pkwy (completed in 2013)
- Changeable message signs were installed on Battlefield Blvd, Great Bridge Blvd, and Kempsville Rd to alert motorists to Great Bridge Bridge openings

FUTURE PROJECTS

- None

				Northbound (2013)														Southbound (2013)														Both Directions				
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
BATTLEFIELD BLVD	CEDAR RD	GREAT BRIDGE BLVD/KEMPSVILLE RD	1.20	27	32	1.38	1.19	0.25	0.03	2.23	1.45	0	0	18	16	MOD	LOW	31	21	1.18	1.74	0.06	0.51	1.38	2.73	0	9	7	88	LOW	SEV	4	4	62,000	13.2	SEV
BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	GREAT BRIDGE BYPASS	0.19	35	36	1.11	1.08	0.00	-0.06	1.35	1.26	0	0	10	10	LOW	LOW	31	28	1.29	1.41	0.22	0.26	1.82	1.87	0	1	7	41	MOD	SEV	6	6	65,000	3.8	SEV
BATTLEFIELD BLVD	GREAT BRIDGE BYPASS	VOLVO PKWY	1.97	35	34	1.09	1.15	-0.02	0.02	1.32	1.36	0	0	4	13	LOW	LOW	38	31	1.09	1.33	-0.01	0.14	1.25	2.06	0	0	4	43	LOW	MOD	6	6	71,000	1.5	SEV
BATTLEFIELD BLVD	VOLVO PKWY	I-64	0.65	33	35	1.23	1.14	0.09	-0.03	1.52	1.37	0	0	18	23	LOW	LOW	27	23	1.25	1.48	0.09	0.28	1.74	2.24	0	8	32	103	MOD	SEV	6	6	75,000	8.9	SEV

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	YES
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	YES
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	YES
	4-14 Median Control	PARTIAL
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #7

Battlefield Blvd

Between Cedar Rd and I-64

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

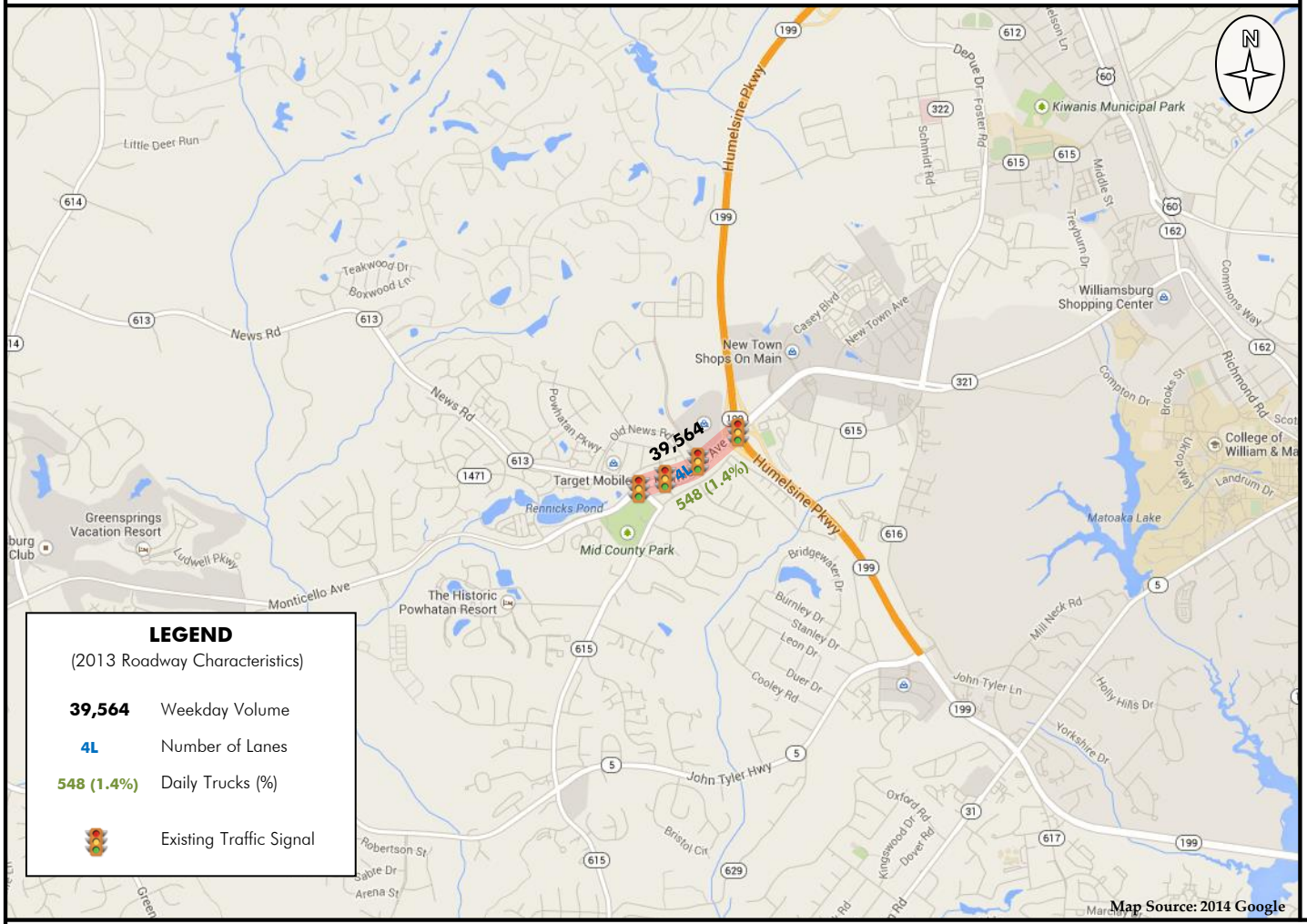
- Heavy SB traffic during PM peak (I-64 to Volvo Pkwy, Knell's Ridge Blvd to Great Bridge Bypass, Kempsville Rd to Cedar Rd), particularly when the High Rise Bridge is congested.
- High directional distribution of volumes between Volvo Pkwy and Cedar Rd during the AM peak (61-76% NB) and the PM peak (61-66% SB).
- Heavy traffic at Volvo Pkwy, Great Bridge Rd/Kempsville Rd, and Cedar Rd intersections.
- Long traffic queues along NB Battlefield Blvd at Kempsville Rd during the PM Peak Period.
- Long traffic queues along SB Battlefield Blvd at Wal-Mart Way and at Cedar Rd (particularly in the through/right-turn lane) during the PM Peak Period. There is no dedicated SB right turn lane from Battlefield Blvd to Cedar Rd.
- EB vehicles on Albemarle Dr are restricted to right-turn only at Battlefield Blvd. Many vehicles turn right into the two-way left-turn lane and then make unsafe U-turns near Causeway Dr toward NB Battlefield Blvd.
- Left-turns are difficult during congested periods for WB Causeway Dr and nearby businesses.
- Existing two-way left-turn lane in Great Bridge encourages random access and potentially unsafe turn movements/conflict points during congested periods.
- Inadequate storage capacity for SB Battlefield Blvd left-turns at Oak Grove Rd during PM peak.
- Cedar Rd/Great Bridge Shopping Center approaches operate as split phase for the existing signal.
- Traffic is impacted by openings of the Great Bridge Bridge, which opens on the hour from 6:00 am – 7:00 pm and on demand at all other times.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor.
- Add an exclusive right-turn lane on the SB Battlefield Blvd approach at the Cedar Rd intersection.
- Add an additional exit lane for the Great Bridge Shopping Center at Cedar Rd/Battlefield Blvd signalized intersection and redesignate lanes to dual left-turns, one through, and one right-turn (and retime signal).
- Ensure coordination of signals in the corridor.
- Implement rush hour restrictions for Great Bridge Bridge lifts, similar to those in place on other bridges.
- Remove two-way left-turn lane and construct a raised-curb median with openings and channelized left-turn bays at strategic locations along the entire length of Battlefield Blvd south of Great Bridge Blvd/Kempsville Rd. (Note: This will likely increase congestion but also improve safety.)
- Consider redesigning the Great Bridge Blvd/Kempsville Rd and Battlefield Blvd intersection to increase capacity by adding additional left-turn and through lanes on the EB Great Bridge Blvd approach at the Battlefield Blvd intersection, and adding a 3rd through lane on NB Battlefield Blvd from south of Great Bridge Blvd/Kempsville Rd intersection to Old Oak Grove Rd/Great Bridge Bypass off-ramp.
- Consider increasing capacity of the intersection of Volvo Pkwy and Battlefield Blvd. This could include triple left-turn lanes from both approaches of Volvo Pkwy to Battlefield Blvd.
- Extend right-turn lane along NB Battlefield Blvd from Coastal Way to the right-turn lane at Wal Mart Way.
- Perform signal warrant analysis at the Albemarle Dr intersection.

CMP CONGESTED CORRIDOR - ARTERIAL #9

Monticello Ave Between News Rd and Route 199
James City County



LEGEND
(2013 Roadway Characteristics)

39,564	Weekday Volume
4L	Number of Lanes
548 (1.4%)	Daily Trucks (%)
	Existing Traffic Signal

CORRIDOR SUMMARY

Corridor Length	0.57 Miles
Speed Limit	45 mph
Roadway Class	Minor Arterial
Transit Service	WAT Red Line – South Williamsburg
Highest CMP Segment Score	58 – PM Peak (Between News Rd and Route 199)

RECENT PROJECTS

- None

FUTURE PROJECTS

FY 2015 SYIP/TIP Intersection Improvements

- Additional turn lanes and pedestrian improvements at the intersections of Monticello Ave/Old News Rd, Monticello Ave/News Rd, and News Rd/Ironbound Rd (UPC #82961 - Construction expected to begin in 2014)

				Eastbound (2013)														Westbound (2013)												Both Directions			
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
MONTICELLO AVE	NEWS RD	ROUTE 199	0.57	-	-	-	-	-	-	-	-	-	-	-	-	MOD	SEV	-	-	-	-	-	-	-	-	-	-	-	-	MOD	SEV	4	4	45,000	13.4	SEV

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	IN USE
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicle (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	IN USE
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	YES
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	YES
	4-11 Elimination of Bottlenecks	-
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	IN USE
	4-14 Median Control	IN USE
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	-
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #9

Monticello Ave

Between News Rd and Route 199

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

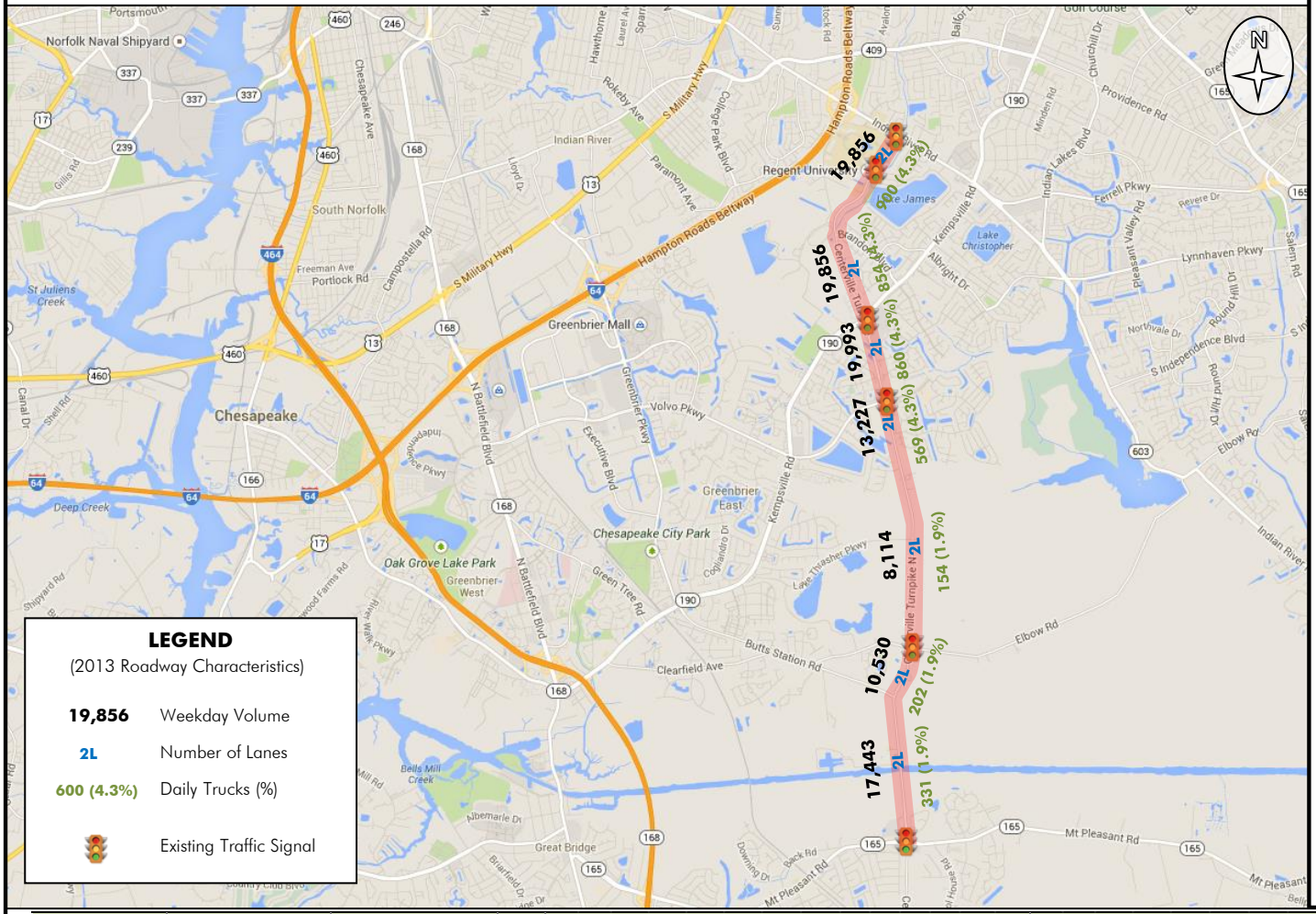
- Heavy commercial development along, and to the east of, the corridor.
- High directional distribution of traffic on Monticello Ave between News Rd and Route 199 during the AM Peak Hour (65% EB) and the PM Peak Hour (59% WB).
- Heavy PM Peak Hour volume in WB direction from Route 199 to News Rd (2,035 vehicles).
- Heavy traffic at the Monticello Ave/News Rd and Monticello Ave/Monticello Marketplace intersections during the PM Peak Period.
- Left-turning vehicles from WB Monticello Ave to SB News Rd back up beyond the turn bay into the through lanes back to the Monticello Marketplace entrance.
- Signals are closely spaced between News Rd and Windsormeade Way.
- Weaving is an issue on WB Monticello Ave between Route 199 and Windsormeade Way.
- No U-turns are allowed along Monticello Ave west of News Rd.
- There are no crosswalks or pedestrian pushbuttons at the intersection of Monticello Ave and News Rd, in spite of sidewalks in the area and the Mid County Park on the southwest corner.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Active transportation strategies and safety in the corridor will be addressed in an upcoming VDOT study.
- Improve the movement between Monticello Ave and Ironbound Rd via News Rd by constructing new turn lanes as included in the programmed project (UPC #82961).
- Evaluate and consider constructing an additional exit lane for Monticello Marketplace at Monticello Ave signalized intersection and redesignate exit lanes to dual left-turns and one through/right-turn lane.
- Ensure coordination of signals in the corridor. This can be done through a Special Use Permit completed with the developer of the Courthouse Commons Shopping Center. This would also be assisted with the future installation of the Insync system, which VDOT anticiapates happening within the next 6 months to a year.
- Continue existing access management strategies in this corridor for future developments.
- Consider improving connections between developments so traffic does not have to use Monticello Ave.

CMP CONGESTED CORRIDOR - ARTERIAL #10

Centerville Turnpike Between Mount Pleasant Rd and Indian River Rd
Cities of Chesapeake and Virginia Beach



LEGEND
(2013 Roadway Characteristics)

19,856	Weekday Volume
2L	Number of Lanes
600 (4.3%)	Daily Trucks (%)
	Existing Traffic Signal

CORRIDOR SUMMARY

Corridor Length	6.08 Miles
Speed Limit	40-45 mph
Roadway Class	Minor Arterial
Transit Service	None
Highest CMP Segment Score	58 – PM Peak (Between Jake Sears Rd and Kempsville Rd)

RECENT PROJECTS

- None

FUTURE PROJECTS

FY 2015 SYIP/TIP Projects

- Widen Centerville Turnpike to 6 lanes between Kempsville Road and Indian River Road (UPC #103005 – Construction expected to begin in 2016)

2034 LRTP Projects

- Centerville Turnpike between Chesapeake CL and Kempsville Road (widen to 4 lanes)

FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	Northbound (2013)												Southbound (2013)												Both Directions				
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		#CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		#CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
CENTERVILLE TNPK	MT PLEASANT RD	BUTTS STATION RD	1.27	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	2	2	21,000	6.9	SEV
CENTERVILLE TNPK	BUTTS STATION RD	ELBOW RD	0.45	-	-	-	-	-	-	-	-	-	-	-	-	MOD	MOD	-	-	-	-	-	-	-	-	-	-	-	-	MOD	MOD	2	2	13,000	3.5	SEV
CENTERVILLE TNPK	ELBOW RD	VA BEACH CL	1.40	-	-	-	-	-	-	-	-	-	-	-	-	LOW	LOW	-	-	-	-	-	-	-	-	-	-	-	-	LOW	LOW	2	2	23,000	2.0	SEV
CENTERVILLE TNPK	CHESAPEAKE CL	LYNNHAVEN PKWY	0.38	-	-	-	-	-	-	-	-	-	-	-	-	LOW	LOW	-	-	-	-	-	-	-	-	-	-	-	-	LOW	LOW	2	4	23,000	2.7	LOW
CENTERVILLE TNPK	LYNNHAVEN PKWY	KEMPSVILLE RD	0.75	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	2	4	23,000	2.5	LOW
CENTERVILLE TNPK	KEMPSVILLE RD	JAKE SEARS RD	0.88	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	-	-	-	-	-	-	-	-	-	-	-	-	SEV	SEV	2	6	42,000	0.6	SEV
CENTERVILLE TNPK	JAKE SEARS RD	INDIAN RIVER RD	0.95	-	-	-	-	-	-	-	-	-	-	-	-	MOD	SEV	-	-	-	-	-	-	-	-	-	-	-	-	MOD	SEV	2	6	44,000	4.7	MOD

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	YES
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	YES
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	-
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	YES
	4-14 Median Control	YES
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	-
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #10

Centerville Turnpike

Between Mount Pleasant Rd and Indian River Rd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

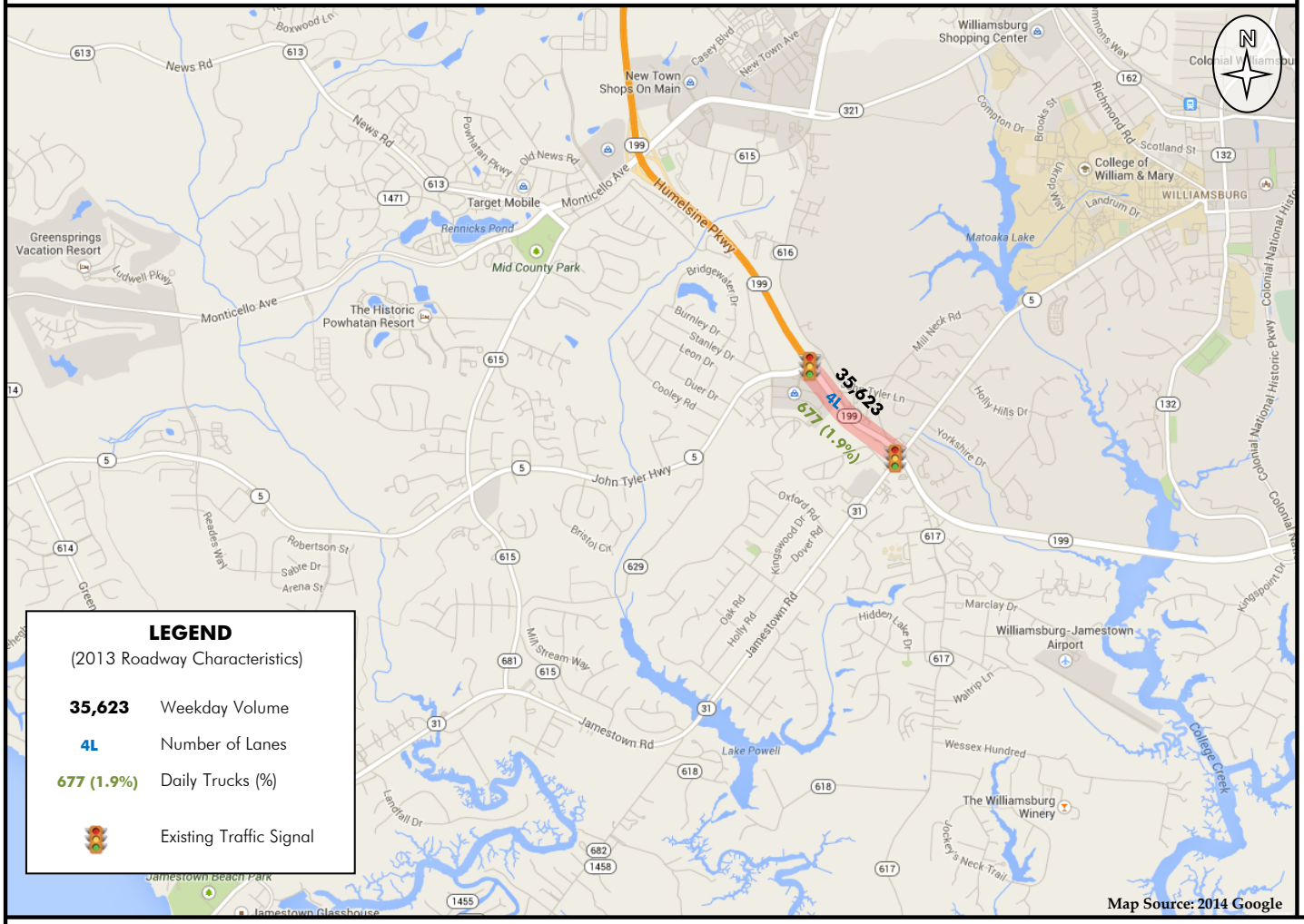
- Centerville Tpke is only 2 lanes wide, which greatly reduces the capacity of the corridor.
- Traffic is impacted by openings of the Centerville Turnpike Bridge. Bridge openings are restricted from 6:30 am – 8:30 am and 4:00 pm – 6:00 pm. The bridge opens to marine traffic on the hour and half hour from 8:30 am – 4:00 pm and on demand at all other times.
- Heavy truck volumes in Virginia Beach (4.3%).
- There are heavy traffic volumes at signalized intersections (Mount Pleasant Rd, Elbow Rd, Kempsville Rd, and Indian River Rd) during AM and PM Peak Periods.
- Long traffic queues for NB approach of Centerville Tpke at Mt Pleasant Rd during the AM Peak Period.
- There are backups on WB Elbow Rd at Centerville Tpke during the AM Peak Period.
- There are backups on EB Butts Station Rd at the Centerville Tpke intersection during the PM Peak Period.
- There are no turn lanes for EB and WB Elbow Rd at the Centerville Turnpike intersection.
- Right-turning vehicles along SB Centerville Tpke at the Kempsville Rd intersection back up into the through lanes during the PM Peak Period.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Add HRT Bus service route along corridor if demand is warranted.
- Add capacity to the intersection of Centerville Tpke and Mt Pleasant Rd:
  - Add a second NB lane along Centerville Tpke for approximately 1,800 feet to the north of Mt Pleasant Rd.
  - Add an additional left-turn lane on the EB Mt Pleasant Rd approach at the Centerville Turnpike intersection.
  - Add an additional through lane for the NB Centerville Turnpike approach at the Mt Pleasant Rd intersection.
- Add capacity to the intersection of Centerville Tpke and Elbow Rd by constructing left-turn lanes for EB and WB approaches for Elbow Rd or consider adding a roundabout.
- Perform a signal warrant analysis at the Butts Station Rd intersection and consider constructing a roundabout.
- Implement the programmed widening project (UPC #103005) from 2 to 6 lanes from Indian River Rd to Kempsville Rd and the planned widening project from 2 to 4 lanes from Kempsville Rd to the Chesapeake city line.
- Consider widening Centerville Tpke from 2 to 4 lanes in Chesapeake.

CMP CONGESTED CORRIDOR - ARTERIAL #11

Route 199 Between John Tyler Hwy (Route 5) and Jamestown Rd
James City County and City of Williamsburg



LEGEND
(2013 Roadway Characteristics)

35,623	Weekday Volume
4L	Number of Lanes
677 (1.9%)	Daily Trucks (%)
	Existing Traffic Signal

Map Source: 2014 Google

CORRIDOR SUMMARY

Corridor Length	0.47 Miles
Speed Limit	45 mph
Roadway Class	Principal Arterial
Transit Service	WAT Red Line – South Williamsburg
Highest CMP Segment Score	56 – Southeastbound from John Tyler Hwy to Jamestown Rd during the PM Peak

RECENT PROJECTS

- Upgraded signal and installed second left-turn lane on Westbound Route 199 at John Tyler Highway (completed in 2013)

FUTURE PROJECTS

- None

				Eastbound (2013)														Westbound (2013)												Both Directions				
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
				AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
ROUTE 199	JOHN TYLER HWY (RTE 5)	WILLIAMSBURG CL	0.23	34	27	1.32	1.69	0.18	0.55	1.66	2.75	0	12	15	58	MOD	SEV	33	32	1.32	1.37	0.20	0.24	1.73	1.58	0	0	15	39	MOD	MOD	4	4	49,000	0.8	SEV
ROUTE 199	JAMES CITY CL (WEST)	JAMESTOWN RD	0.24	34	27	1.32	1.69	0.18	0.55	1.66	2.75	0	12	15	58	MOD	SEV	33	32	1.32	1.37	0.20	0.24	1.73	1.58	0	0	15	39	MOD	MOD	4	4	49,000	0.8	SEV

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	YES
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicle (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	YES
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	YES
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	IN USE
	4-14 Median Control	IN USE
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	-
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #11

Route 199

Between John Tyler Hwy (Route 5) and Jamestown Rd

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

- Heavy PM Peak Hour volume (1,804 vehicles in EB peak direction from John Tyler Hwy to Jamestown Rd).
- Heavy traffic congestion at the Jamestown Rd intersection during the PM Peak Period.
  - o High number of through vehicles for EB Route 199 approach at Jamestown Rd. This traffic often backs up beyond the turn bays.
  - o High number of vehicles turning left from WB Route 199 to SB Jamestown Rd. Left-turn demand is higher than the allocated green time.
  - o Heavy through volumes for the SB Jamestown Rd approach at Route 199. There is only one receiving lane for SB Jamestown Rd south of the Route 199 intersection.
- This corridor was retimed and put into time based coordination approximately 1 year ago. It was previously running in a free mode of timing which helped cause extensive backups on Route 199 at Jamestown Rd.

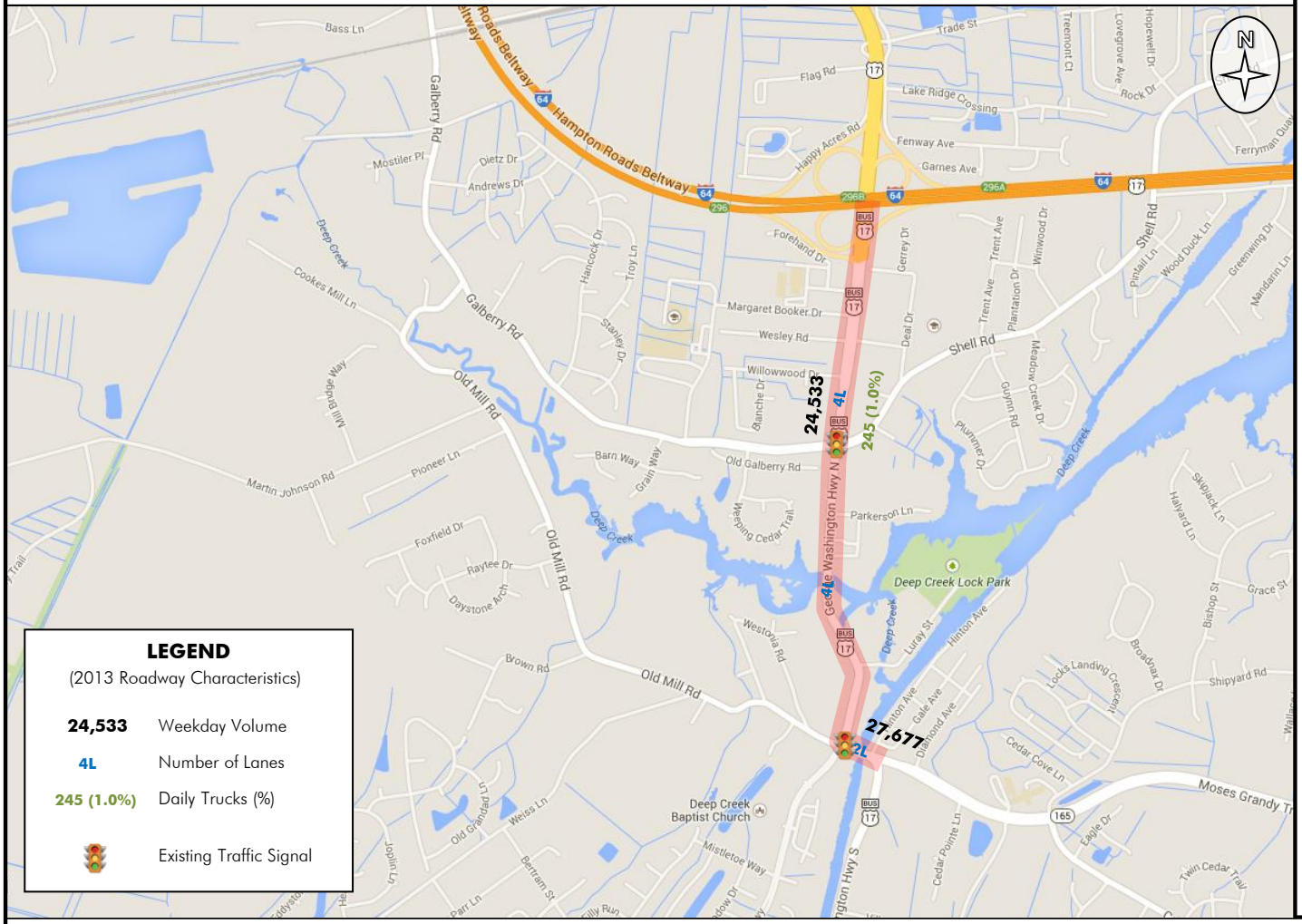
POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor.
- Evaluate and consider adding dual left turn lanes for the EB and WB Route 199 approaches at the Jamestown Rd intersection. This would require adding a 2nd receiving lane for SB Jamestown Rd south of the Route 199 intersection, either through new construction or changing the existing NB lane uses and restriping the pavement.
- Consider extending the turn bays on EB Route 199 beyond the typical peak period length of the queue.
- Evaluate and consider adding 2nd through lane for SB Jamestown Rd approach at the Route 199 intersection. This would also require adding a 2nd receiving lane for SB Jamestown Rd south of the Route 199 intersection.

CMP CONGESTED CORRIDOR - ARTERIAL #12

George Washington Hwy Between Moses Grandy Trail and I-64

City of Chesapeake



CORRIDOR SUMMARY

Corridor Length	1.28 Miles
Speed Limit	35 mph
Roadway Class	Principal Arterial
Transit Service	None
Highest CMP Segment Score	54 – Southbound from I-64 to Mill Creek Pkwy during the PM Peak

RECENT PROJECTS

- Widened George Washington Hwy to 4 lanes between Mill Creek Pkwy and Willowwood Dr (completed in 2012)
- Intersection improvements at George Washington Hwy and Mill Creek Pkwy/Old Mill Rd. Improvements include a SB right turn lane, an additional SB thru lane, an EB right turn lane, and a channelized WB free-flow right turn lane. (completed in 2012)
- Signal upgrades at Shell Rd/Galberry Rd. (completed in 2012)

FUTURE PROJECTS

- None

				Northbound (2013)														Southbound (2013)												Both Directions			
				SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		SLOWEST SPEED (mph)		HIGHEST TRAVEL TIME INDEX		HIGHEST PICA		HIGHEST PLANNING TIME INDEX		# CONG 15-MIN INTRVLS		TOTAL DELAY (Hrs/Mi)		CONG LEVEL		# LANES		2034 PROJ VOL	20-YR PROJ TRUCK DELAY (Hrs/Mi)	2034 PM CONG LEVEL
FACILITY NAME	SEGMENT FROM	SEGMENT TO	Length (Mi)	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	2013	2034			
	MOSES GRANDY TR @																																				
GW HWY (DEEP CREEK BRIDGE)	HINTON AVE	MILL CREEK PKWY	0.10	25	32	1.44	1.13	0.27	-0.07	1.96	1.26	2	0	23	9	SEV	LOW	27	19	1.17	1.66	0.04	0.45	1.36	2.41	0	12	6	53	LOW	SEV	2	2	52,000	0.0	SEV
GEORGE WASHINGTON HWY	MILL CREEK PKWY	WILLOWOOD DR	0.8	25	32	1.44	1.13	0.34	0.00	1.96	1.26	2	0	23	9	SEV	LOW	27	19	1.17	1.66	0.08	0.53	1.36	2.41	0	12	6	53	LOW	SEV	4	2	46,000	0.0	SEV
GEORGE WASHINGTON HWY	WILLOWOOD DR	I-64	0.38	25	32	1.44	1.13	0.34	0.00	1.96	1.26	2	0	23	9	SEV	LOW	27	19	1.17	1.66	0.08	0.53	1.36	2.41	0	12	6	53	LOW	SEV	4	4	46,000	0.0	MOD

	Congestion Management Strategies	Applicable Strategy?
Strategy #1 Eliminate Person Trips or Reduce VMT	**Growth Management/Activity Centers**	
	1-1 Land Use Policies/Regulations	IN USE
	Congestion/Value Pricing	
	1-2 Road User Fees/High Occupancy Toll (HOT) Lanes	-
	1-3 Parking Fees	-
	Transportation Demand Management (TDM)	
	1-4 Telecommuting	IN USE
	1-5 Employee Flextime Benefits/Compressed Work Week	IN USE
Strategy #2 Shift Trips from Auto to Other Modes	**Public Transit Capital Improvements**	
	2-1 Exclusive Right-of-Way - New Rail Service	-
	2-2 Exclusive Right-of-Way - New Bus Facilities	-
	2-3 Ferry Services	-
	2-4 Fleet Expansion	YES
	2-5 Improved Intermodal Connections	-
	2-6 Improved/Increased Park & Ride Facilities & Capital Improvements	YES
	Public Transit Operational Improvements	
	2-7 Service Expansion	YES
	2-8 Traffic Signal Preemption	YES
	2-9 Improved Transit Performance	YES
	2-10 Transit Fare Reductions Plan/Reduced Rate of Fare	YES
	2-11 Transit Information Systems	YES
	Bicycle and Pedestrian Modes	
	2-12 Improved/Expanded Bicycle Network	YES
	2-13 Bicycle Storage Systems	YES
	2-14 Improved/Expanded Pedestrian Network	YES
Strategy #3 Shift Trips from SOV to HOV	**High Occupancy Vehicles (HOV)**	
	3-1 Add HOV Lanes	-
	3-2 HOV Toll Savings	-
	Transportation Demand Management (TDM)	
	3-3 Rideshare Matching Services	IN USE
	3-4 Vanpool/Employer Shuttle Program	IN USE
	3-5 Trip Reduction Program	IN USE
	3-6 Parking Management	IN USE
Strategy #4 Improve Roadway Operations	**Traffic Operational Improvements**	
	4-1 Geometric Improvements	YES
	4-2 Intersection Turn Restrictions	YES
	4-3 Intersection Signalization Improvements	YES
	4-4 Coordinated Intersections Signals	YES
	4-5 Roadway Environment	YES
	4-6 Intelligent Transportation Systems/Smart Traffic Centers (ITS)	IN USE
	4-7 Reversible Lanes	-
	4-8 Freight Policies and Improvements	-
	4-9 Incident Management, Detection, Response & Clearance	YES
	4-10 Construction Management	IN USE
	4-11 Elimination of Bottlenecks	YES
	4-12 Ramp Metering	-
	4-13 Access Control and Connectivity	YES
	4-14 Median Control	PARTIAL
Strategy #5 Add Capacity	**Addition of General Purpose Lanes**	
	5-1 Freeway Lanes	-
	5-2 Arterial lanes	YES
	5-3 Interchanges	YES
	5-4 Improve Alternate Routes	YES

CMP CONGESTED CORRIDOR - ARTERIAL #12

George Washington Hwy

Between Moses Grandy Trail and I-64

OBSERVATIONS & POSSIBLE CAUSES OF CONGESTION

- Traffic movement is greatly restricted by the 2 lane Deep Creek Bridge. The bridge is within 200 feet of the Old Mill Rd/Mill Creek Pkwy signalized intersection and 150 feet of the Moses Grandy Trail/Hinton Ave unsignalized intersection. The drawbridge opens to marine traffic at 8:30 am, 11:00 am, 1:30 pm, and 3:30 pm.
- Heavy traffic and long queues on approaches to the bridge, including:
  - NB George Washington Hwy at Hinton Ave/Moses Grandy Trail intersection during the AM Peak Period.
  - WB Moses Grandy Trail at the Old Mill Rd/Mill Creek Pkwy intersection extending past Cedar Rd during the AM Peak Period.
  - SB George Washington Hwy approaching the Old Mill Rd/Mill Creek Pkwy intersection during the PM Peak Period.
  - EB Old Mill Rd approaching the George Washington Hwy/Mill Creek Pkwy intersection during the PM Peak Period.
- There are queues on NB George Washington Hwy approaching the I-64 on-ramp towards Virginia Beach during the AM Peak Period.

POTENTIAL CONGESTION MITIGATION STRATEGIES

- Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Add HRT bus service route along corridor if demand warrants.
- Perform a signal warrant analysis at the George Washington Hwy/Moses Grandy Tr/Hinton Ave intersection.
- Ensure coordination of signals in the corridor.
- Replace the 2-lane Deep Creek Bridge with 4-lane bridge.
- Reroute/realign George Washington Hwy along Sawyers Arch to Hugo A Owens Middle School entrance roadway with Moses Grandy Trail, including a new traffic signal. This project has been included in previous Long-Range Transportation Plans.

CONCLUSIONS AND NEXT STEPS

The Congestion Management Process (CMP) for Hampton Roads is an on-going systematic process for managing congestion that provides information and analysis on multimodal transportation system performance and on strategies to alleviate congestion and enhance the mobility of persons and goods regionwide. Currently, the Hampton Roads region is experiencing severe congestion on 3.5% of all CMP Roadway Network lane-miles during the morning peak period and on 8.0% during the afternoon peak period (**Figure 20**). Severe congestion levels are expected to more than quadruple to approximately one third (34%) of all CMP roadway lane-miles during the afternoon peak hour by the year 2034. Despite this increase, however, caution should be used when making comparisons between the 2013 Existing and 2034 congestion levels since different methodologies were used (as described on page 33).

In order to rank and differentiate congested corridors in the region, this CMP incorporates both congestion measures and performance measures from previous HRTPO studies such as freight, military, and safety. Each CMP Roadway Network segment was scored by direction for the AM and PM Peak Periods based on five criteria – existing congestion, existing freight, future freight delay, safety, and National Highway System/Military importance. A CMP Segment Score was awarded to each segment based on the highest AM or PM Peak Period point total.

Although CMP Segment Scores were produced for each congested roadway segment in the region, these segments were grouped into corridors for analysis purposes. CMP Congested Corridors were created based on the location and proximity of each of the congested roadway segments and were ranked based on corridors with the roadway segments with the highest CMP Segment Scores.

As congestion levels rise, it is imperative to evaluate, develop, and apply congestion mitigation strategies involving all modes of transportation to improve service levels on the regional transportation system. In order to achieve this goal, a comprehensive "toolbox" of CMP mitigation strategies has been

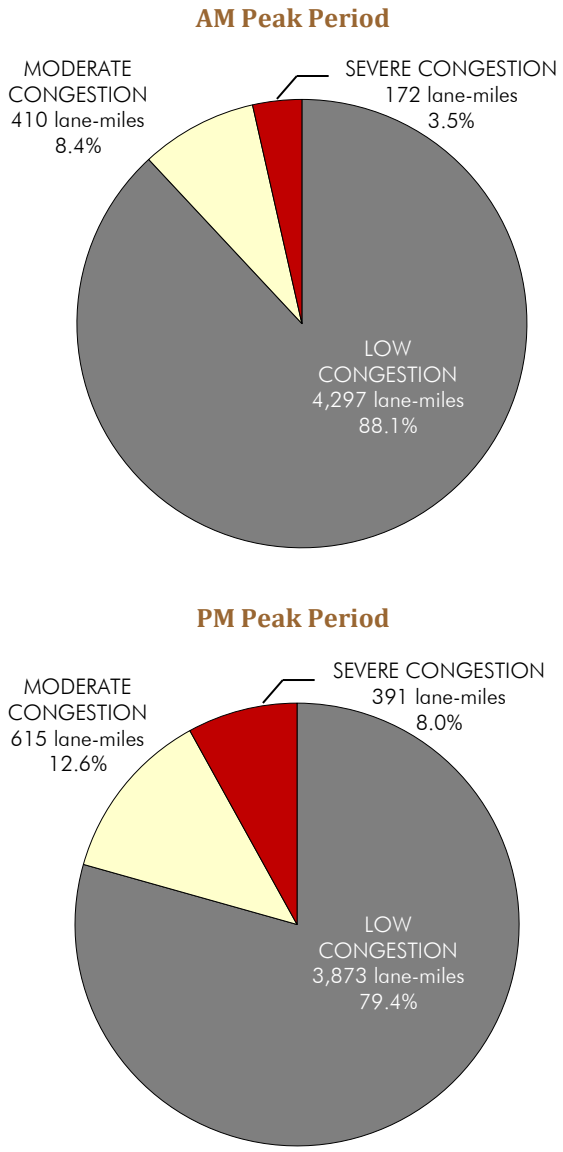


Figure 20 – Existing (2013) Congestion Levels by Lane-Mile for the CMP Roadway Network

Source: HRTPO analysis of INRIX and VDOT data.

Figure only include those roadways in the CMP network within the Hampton Roads Metropolitan Planning Area (MPA).

provided in prior sections of this report. The strategies were grouped into five major categories:

HRTPO GENERAL CONGESTION MITIGATION STRATEGIES

1) Eliminate Person Trips or Reduce VMT
2) Shift Trips from Automobile to Other Modes
3) Shift Trips from SOV to HOV
4) Improve Roadway Operations
5) Add Capacity

As part of this CMP update, 14 CMP Congested Corridors – 5 Freeways and 9 Arterials – were analyzed in detail to determine probable causes of congestion, peak hour traffic characteristics, recent and future projects, congestion levels, possible application of CMP mitigation strategies, and candidate congestion mitigation strategies.

HRTPO staff recommends the following congestion mitigation strategies for the 14 CMP Congested Corridors as shown in **Table 23** on page 112 and **Table 24** on page 113.

Although other congested CMP roadways are not analyzed in this report, congestion remains a problem within these corridors and they should be considered in any future studies regarding congested locations throughout Hampton Roads. The jurisdictions in which these congested corridors are located are encouraged to perform detailed corridor studies to determine alternative strategies and recommendations to address congestion.

Federal regulations require that the Congestion Management Process be implemented as a continuous part of the metropolitan planning process, which also includes the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP). The CMP is the first step in addressing regional congestion as it monitors the regional roadway network, identifies congestion, and develops strategies to address congestion.

Given the recent development of the LRTP Project Prioritization Tool and the establishment of the Hampton Roads Transportation Accountability Commission (HRTAC), it is more important than ever that the most beneficial transportation projects be selected for construction. HRTPO staff encourages local planners, engineers, and decision makers to strongly consider the CMP results when developing project proposals for the most congested areas. Once these proposed projects are developed, data from the CMP will be input into the LRTP Project Prioritization Tool in order to assist in the ranking of projects. Finally, the highest priority projects should be implemented into the network via the TIP and the process can begin again.

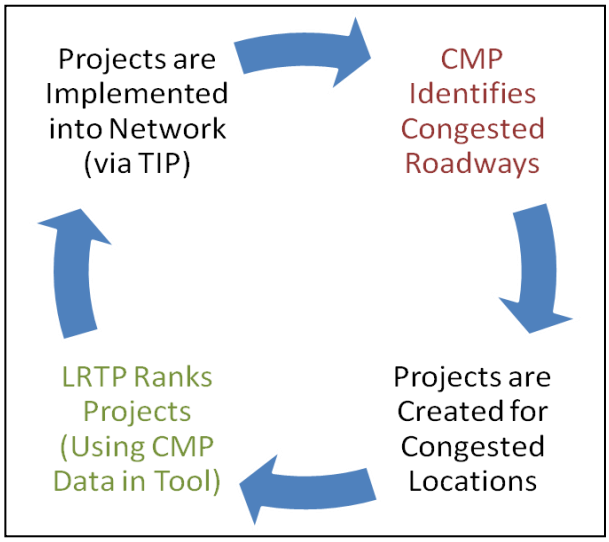

Projects are Implemented into Network (via TIP)
CMP Identifies Congested Roadways
Projects are Created for Congested Locations
LRTP Ranks Projects (Using CMP Data in Tool)

Figure 21 - Steps for Integrating the CMP into the Metropolitan Planning Process

The HRTPO staff will continue to monitor and refine the regional CMP. Roadway data, such as traffic volumes, peak hour factors, roadway and signal characteristics, safety data, capacity changes, and other transportation improvements will be updated continuously in order to assist with future CMP report releases and other HRTPO planning efforts. Furthermore, the HRTPO will work to gain input from the general public and regional stakeholders going forward to achieve CMP goals and to enhance the overall process for Hampton Roads.

Table 23 – CMP Congested Corridor Congestion Mitigation Strategies - Freeways

Freeway Corridor #1 - Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564
• Consider adding tolls ("congestion pricing") to the Hampton Roads Harbor crossings. • Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. This could include increasing transit service across the Hampton Roads Harbor, such as enhancing express bus service or implementing ferry service. • Improve ITS technologies and signage to minimize over-height vehicle turnarounds at the tunnel entrance. • Continue to use and improve ITS/operational strategies to manage traffic at the tunnel and quickly respond to incidents. This can help reduce clearance times and reduce the number of secondary incidents. • ODU is currently conducting a study titled "Investigation of Sources of Congestion at the HRBT" that should be completed by the end of the year. Planners and engineers should review this study in order to develop specific remedies for these sources of congestion. • Add additional capacity across the Hampton Roads Harbor.
Freeway Corridor #2 - Downtown Tunnel
• This corridor was not analyzed, due to a significant reduction in congestion after tolls were implemented in Feburary 2014.
Freeway Corridor #3 - I-64/High Rise Bridge from I-264 & I-664 (Bowers Hill) to Greenbrier Pkwy
• Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. • Maintain bridge opening restrictions during morning and afternoon peak periods. • Improve the interchange of I-64 and I-464/Chesapeake Expressway to reduce weaving movements. • Continue to use and improve ITS/Operational strategies to manage traffic in the corridor and quickly respond to incidents. • Widen I-64 and the High Rise Bridge.
Freeway Corridor #4 - Monitor-Merrimac Mem. Bridge-Tunnel (I-664) from Terminal Ave to Chestnut Rd
• Consider adding tolls ("congestion pricing") to the Hampton Roads Harbor crossings. • Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. This could include increasing transit service across the Hampton Roads Harbor, such as enhancing express bus service or implementing ferry service. • Continue to use and improve ITS/Operational strategies to manage traffic at the tunnel and quickly respond to incidents. • Add additional capacity across the Hampton Roads Harbor.
Freeway Corridor #5 - I-64 from I-564 to Indian River Rd
• Continue to promote TDM and public transit strategies in order to reduce traffic volume in this corridor. • Encourage local military leaders to modify policies concerning work times. • Continue to use and improve ITS/Operational strategies to manage traffic in this corridor and quickly respond to incidents. • Consider converting High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) lanes to improve the usage of the existing capacity. • Widen I-64 EB from the end of the Northampton Boulevard on-ramp to beyond the merging area for the reversible lanes. This will allow for the Northampton Boulevard on-ramp to remain as a through lane rather than the much less used ramp coming from the HOV lanes. • Improve the interchange of I-64 and I-264. This could include: o Balancing traffic volumes by restriping I-64 EB to allow for 2 lanes exiting to I-264 and 2 through lanes continuing towards Chesapeake. This would also allow for the I-264 EB on-ramp to I-64 EB to have a dedicated lane beyond the interchange rather than the existing short acceleration lane. o Widening the ramp from WB I-64 to EB I-264 to 2 lanes. o Lengthening the acceleration lane from the I-264 ramp to EB I-64. • Rebuild the EB side of the interchange of I-64 and Indian River Road to alleviate weaving/merging issues. • Consider strategies included in Arterial #2 – Indian River Rd and Arterial #3 – Northampton Blvd.
Freeway Corridor #6 - I-564 from International Terminal Blvd to Admiral Taussig Blvd
• Encourage local military leaders to modify policies concerning work times and work location (by entry gate). • Encourage local partnerships with Hampton Roads Transit (HRT) and others to increase travel options for military personnel through travel demand management strategies such as working off-peak hours, telecommuting, ridesharing (carpools/vanpools), and using public transit. • Extend light rail passenger service to/from Naval Station Norfolk. • Ensure coordination of the signals on Admiral Taussig Blvd. • Improve the operations of the gates, particularly at Gates 3/3A. This could include adding additional lanes for processing through the gates and improving technologies at the gates. • Construct the Intermodal Connector and Air Terminal Interchange projects to improve access from I-564 to Naval Station Norfolk. • Construct the Third Crossing to improve access to Naval Station Norfolk.

Table 24 – CMP Congested Corridor Congestion Mitigation Strategies – Arterials

Arterial Corridor #1 - Midtown Tunnel
• This corridor was not analyzed, due to a significant reduction in congestion after tolls were implemented in Feburary 2014.
Arterial Corridor #2 - Indian River Rd/Ferrell Pkwy from Providence Rd to Indian Lakes Blvd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Improve the intersection of Indian River Road and Kempsville Road. Rebuilding the intersection with a non-traditional configuration is included in the SYIP/TIP (UPC #84366), with construction expected to begin in 2015. • Ensure coordination of signals in the corridor. • Widen Indian River Road. (This project is included in the Long-Range Transportation Plan.) • Construct alternate routes, such as the Southeastern Parkway and Greenbelt. The extension of Lynnhaven Pkwy between Centerville Tpke and Indian River Rd (UPC #14603) is under construction and will reduce congestion at Indian River Road/Kempsville Rd when complete.
Arterial Corridor #3 - Northampton Blvd from I-64 to Diamond Springs Rd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Improve the interchange of I-64 and Northampton Blvd. One possibility is to widen I-64 EB from the end of the Northampton Boulevard on-ramp to beyond the merging area for the reversible lanes. This will allow for the Northampton Boulevard on-ramp to remain as a through lane rather than the much less used ramp coming from the HOV lanes.
Arterial Corridor #4 - Fort Eustis Blvd
• This corridor was not analyzed, since congestion in this corridor was due to a bridge replacement project.
Arterial Corridor #5 - London Bridge Rd/Drakesmile Rd from Dam Neck Rd to Virginia Beach Blvd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Consider improvements to the intersection of Virginia Beach Blvd/Great Neck Rd/London Bridge Rd to improve flow on London Bridge Rd. This could include restriping EB Virginia Beach Blvd to provide a triple left turn movement to NB Great Neck Rd and WB Virginia Beach Blvd to provide a double left turn movement to SB London Bridge Rd. The EB triple left would require restriping Great Neck Rd to the north of Virginia • Ensure coordination between the closely spaced signals from Potters Rd to Virginia Beach Blvd. • Widen London Bridge Rd between Drakesmile Rd and Dam Neck Rd to alleviate backups on SB Drakesmile Rd. (This project is included in the Long-Range Transportation Plan.)
Arterial Corridor #6 - Independence Blvd from Holland Rd to Jeanne St
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor, e.g. the current HRT Virginia Beach Transit Extension Study. • Ensure coordination of signals in the corridor, especially between the closely spaced signals from Bonney Rd to Virginia Beach Blvd. • Improve the interchange of I-264 and Independence Boulevard to add capacity, improve safety, and reduce weaving movements. Possible improvements would include Single Point Urban Interchange and Diverging Diamond Interchange designs. • Improve alternate routes, such as an overpass of I-264 in the Constitution Dr/Edwin Dr corridor.
Arterial Corridor #7 - Battlefield Blvd from Cedar Rd to I-64
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Add an exclusive right-turn lane on the SB Battlefield Blvd approach at the Cedar Rd intersection. • Add an additional exit lane for the Great Bridge Shopping Center at Cedar Rd/Battlefield Blvd signalized intersection and redesignate lanes to dual left-turns, one through, and one right-turn (and retime signal). • Ensure coordination of signals in the corridor. • Implement rush hour restrictions for Great Bridge Bridge lifts, similar to those in place on other bridges. • Remove two-way left-turn lane and construct a raised-curb median with openings and channelized left-turn bays at strategic locations along the entire length of Battlefield Blvd south of Great Bridge Blvd/Kempsville Rd. (Note: This will likely increase congestion but also improve safety.) • Consider redesigning the Great Bridge Blvd/Kempsville Rd and Battlefield Blvd intersection to increase capacity by adding additional left-turn and through lanes on the EB Great Bridge Blvd approach at the Battlefield Blvd intersection, and adding a 3rd through lane on NB Battlefield Blvd from south of Great Bridge Blvd/Kempsville Rd intersection to Old Oak Grove Rd/Great Bridge Bypass off-ramp. • Consider increasing capacity of the intersection of Volvo Pkwy and Battlefield Blvd. This could include triple left-turn lanes from both approaches of Volvo Pkwy to Battlefield Blvd. • Extend right-turn lane along NB Battlefield Blvd from Coastal Way to the right-turn lane at Wal Mart Way. • Perform signal warrant analysis at the Albemarle Dr intersection.
Arterial Corridor #8 - Military Hwy from Bainbridge Blvd to I-464
• This corridor was not analyzed, since congestion in this corridor was due to a bridge replacement project.

Table 24 – CMP Congested Corridor Congestion Mitigation Strategies – Arterials (continued)

Arterial Corridor #9 - Monticello Ave from News Rd to Route 199
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Active transportation strategies and safety in the corridor will be addressed in an upcoming VDOT study. • Improve the movement between Monticello Ave and Ironbound Rd via News Rd by constructing new turn lanes as included in the programmed project (UPC #82961). • Evaluate and consider constructing an additional exit lane for Monticello Marketplace at Monticello Ave signalized intersection and redesignate exit lanes to dual left-turns and one through/right-turn lane. • Ensure coordination of signals in the corridor. This can be done through a Special Use Permit completed with the developer of the Courthouse Commons Shopping Center. This would also be assisted with the future installation of the Insync system, which VDOT anticiapates happening within the next 6 months to a year. • Continue existing access management strategies in this corridor for future developments. • Consider improving connections between developments so traffic does not have to use Monticello Ave.
Arterial Corridor #10 - Centerville Tpke from Mt Pleasant Rd to Indian River Rd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Add HRT Bus service route along corridor if demand is warranted. • Add capacity to the intersection of Centerville Tpke and Mt Pleasant Rd: o Add a second NB lane along Centerville Tpke for approximately 1,800 feet to the north of Mt Pleasant Rd. o Add an additional left-turn lane on the EB Mt Pleasant Rd approach at the Centerville Turnpike intersection. o Add an additional through lane for the NB Centerville Turnpike approach at the Mt Pleasant Rd intersection. • Add capacity to the intersection of Centerville Tpke and Elbow Rd by constructing left-turn lanes for EB and WB approaches for Elbow Rd or consider adding a roundabout. • Perform a signal warrant analysis at the Butts Station Rd intersection and consider constructing a roundabout. • Implement the programmed widening project (UPC #103005) from 2 to 6 lanes from Indian River Rd to Kempsville Rd and the planned widening project from 2 to 4 lanes from Kempsville Rd to the Chesapeake city line. • Consider widening Centerville Tpke from 2 to 4 lanes in Chesapeake.
Arterial Corridor #11 - Route 199 from John Tyler Hwy (Route 5) to Jamestown Rd
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. • Evaluate and consider adding dual left turn lanes for the EB and WB Route 199 approaches at the Jamestown Rd intersection. This would require adding a 2nd receiving lane for SB Jamestown Rd south of the Route 199 intersection, either through new construction or changing the existing NB lane uses and restriping the pavement. • Consider extending the turn bays on EB Route 199 beyond the typical peak period length of the queue. • Evaluate and consider adding 2nd through lane for SB Jamestown Rd approach at the Route 199 intersection. This would also require adding a 2nd receiving lane for SB Jamestown Rd south of the Route 199 intersection.
Arterial Corridor #12 - George Washington Hwy from Moses Grandy Tr to I-64
• Continue to promote TDM, public transit, and active transportation strategies in order to reduce traffic volume in this corridor. Add HRT bus service route along corridor if demand warrants. • Perform a signal warrant analysis at the George Washington Hwy/Moses Grandy Tr/Hinton Ave intersection. • Ensure coordination of signals in the corridor. • Replace the 2-lane Deep Creek Bridge with 4-lane bridge. • Reroute/realign George Washington Hwy along Sawyers Arch to Hugo A Owens Middle School entrance roadway with Moses Grandy Trail, including a new traffic signal. This project has been included in previous Long-Range Transportation Plans.

PUBLIC INVOLVEMENT

HRTPO is fully committed to involving and collaborating with Hampton Roads citizens in a public involvement process that is grounded in community partnership, mutual problem solving and understanding. In other words, a process whereby citizens feel a sense of ownership and satisfaction in knowing their voice has been legitimately heard and their thoughts, ideas, and opinions have the potential to impact future HRTPO decisions. This principle lies at the core of all recent HRTPO public involvement activities.

The HRTPO understands the public to mean all of those who have the potential to affect or be affected by the Hampton Roads transportation system. From bikers to environmental activists, the majority of Hampton Roads citizens have a stake in the future of our transportation system.

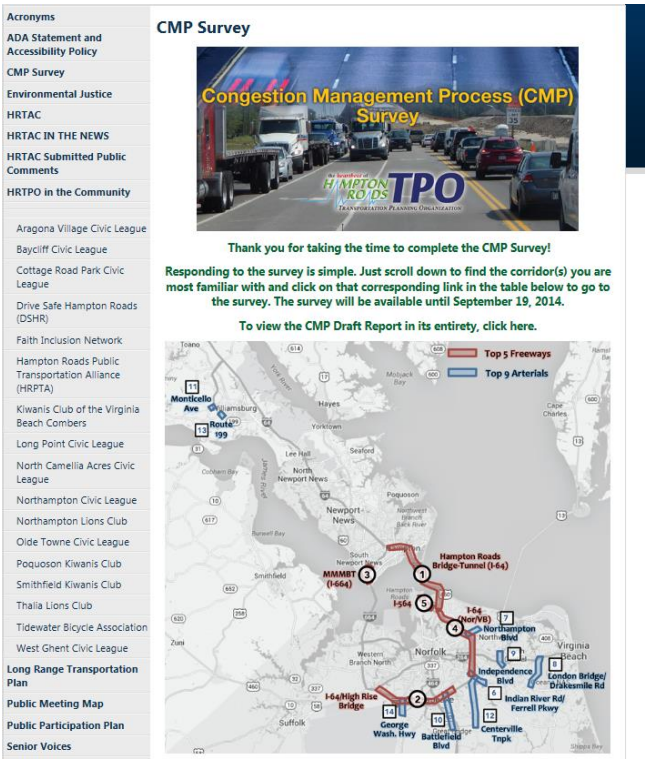
Equally important, the HRTPO recognizes that not all communities and its members have enjoyed the same level of access or representation in transportation and other decisions made by public agencies. Therefore, as part of its public involvement strategy, the HRTPO takes special steps and measures to understand and consider the wants, needs, and aspirations of minority, low-income, and other underserved groups in Hampton Roads. Understanding how important public involvement is, the HRTPO takes every available step to engage the public in conversations promoting mutual understanding and problem solving. It is a process defined by two-way communication and interaction. We want to help create an efficient, equitable Hampton Roads transportation system together and are committed to gaining public input and feedback.

As such, fewer things impact the quality of life of those who call Hampton Roads home than traffic congestion. Time spent in traffic means more money spent on fuel, higher emissions, and less time with family and friends. Early on, however, the HRTPO recognized that while facts and figures offer a dynamic picture of current traffic conditions, the experience and stories of those who travel in and around Hampton Roads on a daily basis in truly invaluable. In consideration of this fact, the HRTPO set out to engage regional stakeholders and community members.

The opportunity to comment on the draft study was available from September 2, 2014 to September 19, 2014. Submitted comments and HRTPO staff responses are included in **Appendix G**. In addition to a multi-lingual public notice (see below), inviting public comment on the Draft CMP on the HRTPO website (http://hrtpo.org/page/public-comment-opportunities/), specific efforts were taken to maximize involvement among a wide variety of diverse stakeholders and communities.

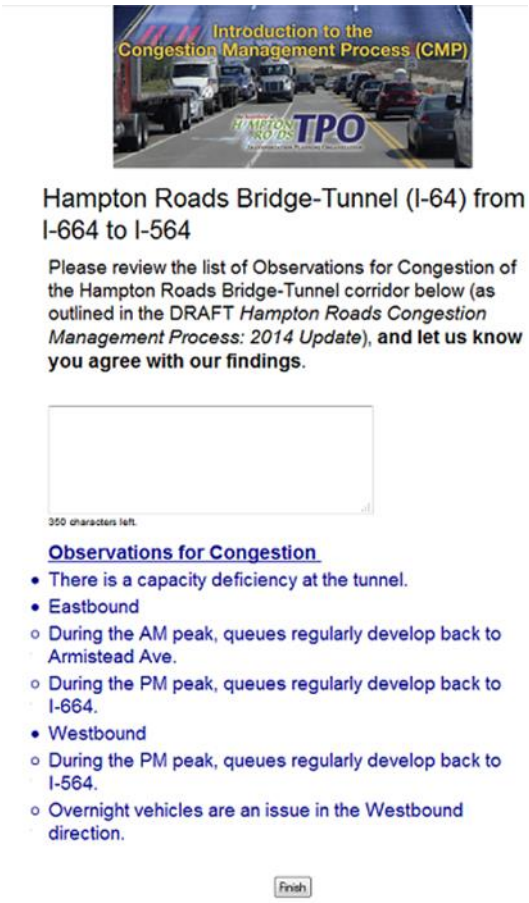
Corridor Surveys

In an effort to gain the public 's input on the observations made for contributing causes of congestion along the Hampton Roads Region's 14 CMP congested corridors, the HRTPO staff devised a 14-part survey.


Acronyms
ADA Statement and Accessibility Policy
CMP Survey
Environmental Justice
HRTAC
HRTAC IN THE NEWS
HRTAC Submitted Public Comments
HRTPO in the Community
Aragona Village Civic League
Baycliff Civic League
Cottage Road Park Civic League
Drive Safe Hampton Roads (DSHR)
Faith Inclusion Network
Hampton Roads Public Transportation Alliance (HRPTA)
Kiwanis Club of the Virginia Beach Combers
Long Point Civic League
North Camellia Acres Civic League
Northampton Civic League
Northampton Lions Club
Olde Towne Civic League
Poquoson Kiwanis Club
Smithfield Kiwanis Club
Thalia Lions Club
Tidewater Bicycle Association
West Ghent Civic League
Long Range Transportation Plan
Public Meeting Map
Public Participation Plan
Senior Voices
CMP Survey
Congestion Management Process (CMP) Survey
Thank you for taking the time to complete the CMP Survey!
Responding to the survey is simple. Just scroll down to find the corridor(s) you are most familiar with and click on that corresponding link in the table below to go to the survey. The survey will be available until September 19, 2014.
To view the CMP Draft Report in its entirety, click here.
Top 5 Freeways
Top 9 Arterials
Hampton Roads Bridge-Tunnel (I-64)
MMMBT (I-664)
I-64
I-64 (Nor/VB)
Northampton Blvd
Independence Blvd
London Bridge/ Drakesmile Rd
Indian River Rd/ Ferrell Pkwy
I-64/High Rise Bridge
George Wash. Hwy
Battlefield Blvd
Centerville Tnpk

The public was able to view all corridors and select the corridor(s) they were most familiar with and weigh in on HRTPO findings.

Within two hours of the survey's launch, over 300 members had already weighed in on observations of the causes of congestion in the 14 corridors. When the survey ended on September 19, 2014, 1156 responses had been received, with 936 individuals offering comments. While 34.1% of survey responders simply agreed with the survey findings, 65.9% shared other observations of causes of congestion not indicated by HRTPO staff findings. Many of those comments were used to enhance the mitigation strategies outlined on page 24 of this report. Survey comments were also shared with the HRTPO's planning partners, including the military, HRT, Hampton Roads localities, VDOT and the Port of Virginia. For a full detail of survey comments see **Appendix H**.


Introduction to the Congestion Management Process (CMP)
Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564
Please review the list of Observations for Congestion of the Hampton Roads Bridge-Tunnel corridor below (as outlined in the DRAFT *Hampton Roads Congestion Management Process: 2014 Update*), **and let us know you agree with our findings.**
350 characters left.
Observations for Congestion
There is a capacity deficiency at the tunnel.
Eastbound
During the AM peak, queues regularly develop back to Armistead Ave.
During the PM peak, queues regularly develop back to I-664.
Westbound
During the PM peak, queues regularly develop back to I-564.
Overnight vehicles are an issue in the Westbound direction.
Finish

HRTPO News

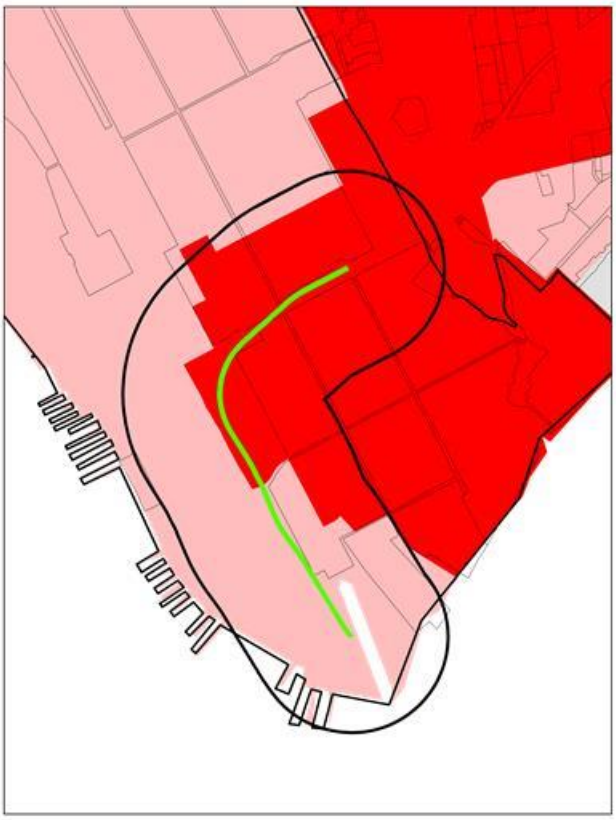
An invitation to review the Draft CMP and complete one or more of the corridor surveys was sent out to the HRTPO's list of more than 3,000 contacts via Constant Contact on September 4, 2014. Nearly 800 contacts opened the email, with a click-through rate of 29%, beating the industry average of 12.7%. Notification of the CMP was also sent by the HRTPO's sister agency, the Hampton Roads Planning District Commission (HRPDC), to its 4,500 followers via Constant Contact.

Community Contacts

The HRTPO also conducted personal outreach to a number of communities in Hampton Roads. Specifically, using geospatial analysis (i.e. ArcGIS), neighborhoods and subdivisions within a ½ mile of each corridor were identified. Because the HRTPO is committed to understanding and considering the wants, needs, and aspirations of minority, low-income, and other underserved groups in Hampton Roads, demographic information was then overlaid and used to identify those neighborhoods that may adversely affected by transportation and regional planning decisions (see map on page 118). Special care was taken to reach notify these areas of the opportunity to participate.

Specifically, an invitation to offer feedback via the corridor surveys was sent to the following community contacts:

- Ocean View Civic League
- Suburban Acres Civic League
- Wards Corner Civic League
- Northside Civic League
- Cottage Road Park Civic League
- East Hampton Neighborhood Association
- Johnathan's Landing
- Pasture Point Neighborhood Association
- Bowers Hill Civic League
- Camelot Civic League
- Crestwood Civic League
- Shore Drive Coalition
- Drive Safe Hampton Roads
- Virginia Beach Council of Civic Organizations
- Norfolk Federation of Civic Leagues
- Alexandria VB Civic League
- Dominion Lakes Homeowner's Association
- Eva Gardens Civic League
- Fernwood Farms Civic League
- Wickford Civic League
- Carolanne Farms Civic League
- Homestead Civic League
- Level Green Civic League
- Glenrock Civic League
- Hollywood Homes/Maple Hall Civic League
- Meadowbrook Woods Civic League
- Norview Civic League
- Wards Corner Now
- Indian Lakes Association
- Lake Christopher Homes Association
- Lake James Homes Association
- Lake End Homeowner's Association
- New Light Civic League
- Diamond Lake Estates Civic League
- Lawson Forest Civic League
- Point O'Woods Civic League
- Aragona Village Civic League
- Kempsville Lakes Community Association
- Larkspur Civic League
- Pembroke Manor Civic League
- Oak Brooke Civic League
- Stillwater Farms Civic League
- Charlestown Civic League
- Charlestown Lakes South Civic League
- Carriage Homes at Williamsburg Commons Management
- Mill Creek Elmwood Landing Civic League
- Chesapeake Climate Action Network
- Hampton Talks



"Example CMP Corridor overlaid with neighborhoods and demographic information"

Wards Corner Now
Weigh in on Traffic Congestion around Wards Corner!
Shore Drive
Community Coalition
WE LOVE SHORE DRIVE & SO DO YOU!
Love traffic in Hampton Roads? Yea. Check out Hampton Roads Transportation Planning Organization's Survey
Congestion Management Process (CMP) Survey
Hampton Talks
The Inside Scoop on Everything Hampton
Congestion Survey for the City of Hampton
Norview Civic League
Yesterday · Edited
The Hampton Roads Transportation Planning Organization (HRTPO) is requesting the help of the Norview Civic League in identifying causes of congestion on major roads in your community. As the federally-designated Metropolitan Planning Organization for Hampton Roads, we are responsible for transportation planning for the Hampton Roads area, and are required to identify the region's most heavily congested roads and develop a series of strategies that help move people and goods around more easily. This is known as Hampton Roads' Congestion Management Process (CMP).
For the 2014 edition of the CMP, we've identified the 14 most heavily congested roadway segments in Hampton Roads, most of which we're sure your familiar with, including I-64 between I-564 and Indian River Rd. We've identified what we believe to be their major causes of congestion, now we need your help by telling us if you think our observations are correct. The reason we are asking for your help is simple: Segments such as I-64 serve as an important artery in your community, and is likely traveled by residents on a daily basis. We need folks to share their knowledge with us on what they think is causing the traffic.
It's easy to participate. Simply click on the banner at the top of this message, which will take you to our survey page. Once there, select the stretch of road you would like to offer feedback on. If you are familiar with more than one roadway, please feel free to take more than one survey. Your comments and suggestions will be incorporated into the final Report, which will then be made available to local planners, engineers, and decision-makers for their consideration when developing project proposals for these congested areas. The deadline to make comments is September 19, 2014.
Again, your help in making this request available to members of your community to share their experience and assist in the Congestion Management Process in Hampton Roads is most appreciated. If you have any questions or we can provide additional information on this effort, please don't hesitate to let us know.
Brian Chenault, AICP
Community Outreach Planner
Hampton Roads Transportation Planning Organization
The Regional Building | 723 Woodlake Drive | Chesapeake, Virginia | 23320
bchenault@hrpdcva.gov | http://www.hrtpo.org/ | Phone: 757.420.8300 | Fax: 757.523.4881
Unlike · Comment · Share
Hampton Roads Transportation Planning Organization and Norview Civic League like this.
Write a comment...

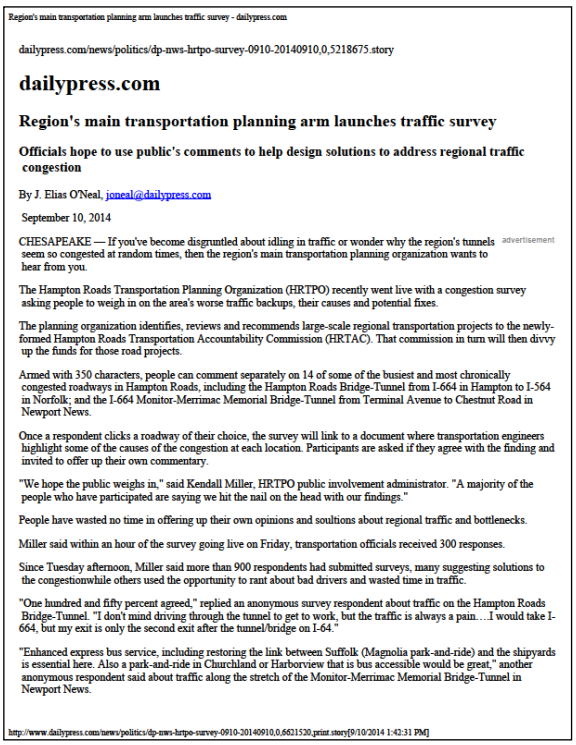
News Media

Over the course of the public comment period (September 2, 2014 – September 19, 2014) several local media outlets covered the CMP and associated corridor surveys, including the Virginian Pilot, Daily Press, and WVEC. This coverage included an on-air demonstration of the CMP surveys by WVEC (http://www.hrtpo.org/news/article/september/10/2014/hrtpo%27s-cmp-survey-gains-local-recognition/). As a result of this and other coverage, hundreds were guided to the HRTPO's website to offer feedback.

Congestion Management Process (CMP) Survey
TPO
Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564
REDUCING TRAVEL TIME WITH NEW SURVEY

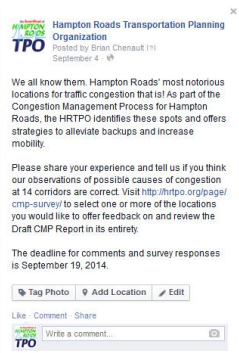
WVEC-TV & WVEC.com shared a link.
6 hours ago
Planners want to know: What traffic headaches are you experiencing? A link to the survey is in the story. Where do you run into the worst traffic?
Survey asks drivers' opinions on traffic congestion in Hampton Roads
www.wvec.com
Let planners know what you think is causing problems by taking the Hampton Roads' Congestion Management Process survey.
Like · Comment · Share
20 Shares
Christy McKinnon Bashaw, Denise Moses, Barbara Durkee and 24 others like this.
Top Comments
Write a comment...
Ashley Stowers HRBT, hands down, is the worst.
Like · Reply · 13 · 6 hours ago
3 Replies · about an hour ago
Brian Kelley HA! This entire area is a traffic headache!
Like · Reply · 12 · 6 hours ago
View more comments
2 of 68

Road survey seeks insight on region's bottlenecks | HamptonRoads.com | PilotOnline.com
PilotOnline.com
Road survey seeks insight on region's bottlenecks
By Dave Forster
The Virginian-Pilot
© September 6, 2014
If there's one thing people like more than complaining about traffic, it's complaining about the cause of traffic.
It's drivers going too fast. It's drivers going too slow. The road was designed poorly or the stoplights are timed terribly.
For motorists, the insight is gained over weeks, months and - shudder the thought - years of slogging to and from work through the same traffic backups.
Regional transportation planners are tapping that vast and painfully earned expertise in a new survey that asks the public for thoughts on Hampton Roads' worst bottlenecks, their causes and possible solutions.
The open-ended questionnaire went live Thursday and quickly struck a reservoir of frustration. More than 500 responses were logged in the survey's first 24 hours.
People are given 350 characters of space to comment on any of 14 troubled corridors. The survey links to a document in which transportation engineers detailed what they think is causing the problem at each location. Respondents are asked if they agree with the findings.
The Hampton Roads Transportation Planning Organization, which is conducting the survey, released a batch of the responses on Friday.
"Terrible road design combined with insufficient capacity," wrote one person about a stretch of Independence Boulevard in Virginia Beach.
Another complained of lights that change too fast in the area of Indian River Road and Ferrell Parkway.
TRAFFIC CAMERAS
Live views of highways, tunnels and bridges around Hampton Roads
Find.HamptonRoads.com
Popular Searches


Region's main transportation planning arm launches traffic survey - dailypress.com
dailypress.com/news/politics/dp-nws-hrtpo-survey-0910-20140910,0,5218675.story
dailypress.com
Region's main transportation planning arm launches traffic survey
Officials hope to use public's comments to help design solutions to address regional traffic congestion
By J. Elias O'Neal, joneal@dailypress.com
September 10, 2014
CHESAPEAKE — If you've become disgruntled about idling in traffic or wonder why the region's tunnels seem so congested at random times, then the region's main transportation planning organization wants to hear from you.
The Hampton Roads Transportation Planning Organization (HRTPO) recently went live with a congestion survey asking people to weigh in on the area's worse traffic backups, their causes and potential fixes.
The planning organization identifies, reviews and recommends large-scale regional transportation projects to the newly-formed Hampton Roads Transportation Accountability Commission (HRTAC). That commission in turn will then divvy up the funds for those road projects.
Armed with 350 characters, people can comment separately on 14 of some of the busiest and most chronically congested roadways in Hampton Roads, including the Hampton Roads Bridge-Tunnel from I-664 in Hampton to I-564 in Norfolk; and the I-664 Monitor-Merrimac Memorial Bridge-Tunnel from Terminal Avenue to Chestnut Road in Newport News.
Once a respondent clicks a roadway of their choice, the survey will link to a document where transportation engineers highlight some of the causes of the congestion at each location. Participants are asked if they agree with the finding and invited to offer up their own commentary.
"We hope the public weighs in," said Kendall Miller, HRTPO public involvement administrator. "A majority of the people who have participated are saying we hit the nail on the head with our findings."
People have wasted no time in offering up their own opinions and soultions about regional traffic and bottlenecks.
Miller said within an hour of the survey going live on Friday, transportation officials received 300 responses.
Since Tuesday afternoon, Miller said more than 900 respondents had submitted surveys, many suggesting solutions to the congestionwhile others used the opportunity to rant about bad drivers and wasted time in traffic.
"One hundred and fifty percent agreed," replied an anonymous survey respondent about traffic on the Hampton Roads Bridge-Tunnel. "I don't mind driving through the tunnel to get to work, but the traffic is always a pain....I would take I-664, but my exit is only the second exit after the tunnel/bridge on I-64."
"Enhanced express bus service, including restoring the link between Suffolk (Magnolia park-and-ride) and the shipyards is essential here. Also a park-and-ride in Churchland or Harborview that is bus accessible would be great," another anonymous respondent said about traffic along the stretch of the Monitor-Merrimac Memorial Bridge-Tunnel in Newport News.

Social Media

Notification was sent to those who stay connected with the HRTPO via its social media platforms. Specifically, the HRTPO used Twitter and Facebook as a means of conveying an invitation to review and comment on the Draft CMP. Social media allows the HRTPO to better connect with the diverse individuals that make up Hampton Roads.


Hampton Roads Transportation Planning Organization
Posted by Brian Chenault
September 4
We all know them. Hampton Roads' most notorious locations for traffic congestion that is! As part of the Congestion Management Process for Hampton Roads, the HRTPO identifies these spots and offers strategies to alleviate backups and increase mobility.
Please share your experience and tell us if you think our observations of possible causes of congestion at 14 corridors are correct. Visit http://hrtpo.org/page/cmp-survey/ to select one or more of the locations you would like to offer feedback on and review the Draft CMP Report in its entirety.
The deadline for comments and survey responses is September 19, 2014.
Tag Photo
Add Location
Edit
Like · Comment · Share
Write a comment...

Dave Forster @davidmforster · Sep 4
Tell @TheHRTPO planners what you think causes the worst Hampton Roads traffic bottlenecks in new survey bit.ly/Z8zvwi
2
2

Daily Press @Daily_Press · Sep 9
Want to tell the region's transportation group what you think about tunnel traffic? Then take their survey. bit.ly/1opnxE5
View summary
Reply
Retweet
Favorite
More

From: Pace, LaVoris
To: PORTCITY-Marketing
Subject: Hampton Roads Transportation Planning Organization: Hampton Roads Congestion Survey (Follow link inside)
Date: Friday, September 05, 2014 2:17:27 PM
Attachments: image006.png
image007.png
"Can we beat congestion in Hampton Roads?"
The answer is YES!!!
Click here and take the HRTPO survey.
TPO
Brian Chenault, AICP
Community Outreach Planner
Hampton Roads Transportation Planning Organization
The Regional Building | 723 Woodlake Drive | Chesapeake, Virginia | 23320
bchenault@hrtpo.org | http://www.hrtpo.org | Phone: 757.420.8300 | Fax: 757.523.4881
Like us on Facebook
Follow us on twitter
PORTSMOUTH
LaVoris A. Pace
Director, Marketing and Communications
(757) 393-4451 • pacel@portsmouthva.gov
PortsmouthVa.gov • PortsEvents.com

Member Localities Assistance

The HRTPO also received help from its member localities, including James City County, Chesapeake, Portsmouth and Hampton, in spreading the word about the CMP and corridor surveys. Several tools were used to invite residents to participate, including social media, newsletters, and showcasing the CMP on their homepage. Like local media coverage, assistance from member localities in inviting residents to participate resulted in a marked increase in the number and diversity of responses.

Hampton Roads Congestion Management Process

System Performance and Mitigation Report

Appendices

the heartbeat of HAMPTON ROADS TPO

TRANSPORTATION PLANNING ORGANIZATION

T14-12

October 2014

APPENDICES

Appendix A – CMP Roadway Segment Historical Volumes A-1

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – AM Peak Period B-1

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – PM Peak Period C-1

Appendix D – CMP Roadway Segment Congestion Data D-1

Appendix E – CMP Roadway Segment Scores E-1

Appendix F – Maps F-1

Appendix G – Public Comments G-1

Appendix H – Public Involvement Corridor Survey Comments H-1

Appendix A – CMP Roadway Segment Historical Volumes – Interstates and Freeways/Expressways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																			
					2008			2009			2010			2011			2012			2013				
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE			
CHES	CHESAPEAKE EXPWY	GALLBUSH RD	BATTLEFIELD BLVD (NEAR INDIAN CI	NB	5,020	Wkdy average	T	5,107	Wkdy average	T	5,333	Wkdy average	T	3,910	Wkdy average	T								
				SB	5,019	Wkdy average	T	5,107	Wkdy average	T	5,332	Wkdy average	T	3,910	Wkdy average	T								
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (NEAR INDIAN CI	HILLCREST PKWY	NB										4,472	9/13 - 9/14	V								
				SB										4,048	9/13 - 9/14	V								
CHES	CHESAPEAKE EXPWY	HILLCREST PKWY	BATTLEFIELD BLVD (S OF GREAT BRI	NB										15,865	9/13 - 9/14	V								
				SB										14,660	9/13 - 9/14	V								
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (S OF GREAT BRI	HANBURY RD	NB	13,666	6/3 - 6/4	V							15,474	6/7 - 6/8	V								
				SB	12,409	6/3 - 6/4	V							16,353	6/7 - 6/8	V								
CHES	CHESAPEAKE EXPWY	HANBURY RD	MT PLEASANT RD	NB	21,971	6/3	V							21,728	6/8 - 6/9	V								
				SB	20,172	6/3	V							22,619	6/8 - 6/9	V								
CHES	CHESAPEAKE EXPWY	MT PLEASANT RD	BATTLEFIELD BLVD (N OF GREAT BRI	NB	32,791	6/3	V							32,504	9/13 - 9/14	V								
				SB	30,559	6/3	V							31,052	9/13 - 9/14	V								
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (N OF GREAT BR	DOMINION BLVD	NB	30,592	6/3	V							33,866	6/8	V								
				SB	32,269	6/3	V							33,178	6/8	V								
CHES	CHESAPEAKE EXPWY	DOMINION BLVD	I-64	NB				28,581	7/14 - 7/16	V							26,876	2/18 - 12/1	V					
				SB				37,417	7/14 - 7/16	V							36,195	2/18 - 12/1	V					
JCC	I-64	NEW KENT CL	RTE 30	EB							23,103	Wkdy average	V	22,929	Wkdy average	V	23,202	Wkdy average	V	23,183	Wkdy average	V		
				WB							25,810	Wkdy average	V	22,383	Wkdy average	V	22,556	Wkdy average	V	22,537	Wkdy average	V		
JCC	I-64	RTE 30	CROAKER RD (RTE 607)	EB							26,140	Wkdy average	V	26,023	Wkdy average	V	26,387	Wkdy average	V	26,497	Wkdy average	V		
				WB							25,635	Wkdy average	V	25,480	Wkdy average	V	25,674	Wkdy average	V	25,719	Wkdy average	V		
JCC	I-64	CROAKER RD (RTE 607)	YORK CL	EB							29,549	Wkdy average	V	29,418	Wkdy average	V	29,765	Wkdy average	V	30,146	Wkdy average	V		
				WB							28,703	Wkdy average	V	28,547	Wkdy average	V	28,696	Wkdy average	V	28,921	Wkdy average	V		
YC	I-64	JAMES CITY CL	RTE 199/646	EB							29,549	Wkdy average	V	29,418	Wkdy average	V	29,765	Wkdy average	V	30,146	Wkdy average	V		
				WB							28,703	Wkdy average	V	28,547	Wkdy average	V	28,696	Wkdy average	V	28,921	Wkdy average	V		
YC	I-64	RTE 199/646	RTE 143	EB	27,671	Wkdy average	V				29,096	Wkdy average	V	27,660	Wkdy average	V	28,337	Wkdy average	V	28,229	Wkdy average	V		
				WB	26,723	Wkdy average	V	27,173	Wkdy average	V	27,813	Wkdy average	V	27,746	Wkdy average	V	28,029	Wkdy average	V	27,997	Wkdy average	V		
YC	I-64	RTE 143	RTE 199 (EAST OF WILLIAMSBURG)	EB							32,648	6/15 - 6/16	V							29,301	9/4 - 9/5	V		
				WB							32,701	6/15 - 6/16	V							28,003	9/10 - 9/11	V		
YC	I-64	RTE 199 (EAST OF WILLIAMSBURG)	GROVE CONNECTOR	EB							42,140	6/15 - 6/16	V							38,359	9/4 - 9/5	V		
				WB							41,481	6/15 - 6/16	V							37,767	9/4 - 9/5	V		
YC	I-64	GROVE CONNECTOR	JAMES CITY CL	EB							42,495	6/15 - 6/16	V							42,810	8/28 - 8/29	V		
				WB							45,390	6/15 - 6/16	V							40,993	9/4 - 9/5	V		
JCC	I-64	YORK CL	NEWPORT NEWS CL	EB							42,495	6/15 - 6/16	V							42,810	8/28 - 8/29	V		
				WB							45,390	6/15 - 6/16	V							40,993	9/4 - 9/5	V		
NN	I-64	JAMES CITY CL	RTE 143 (NORTH)	EB							42,495	6/15 - 6/16	V							42,810	8/28 - 8/29	V		
				WB							45,390	6/15 - 6/16	V							40,993	9/4 - 9/5	V		
NN	I-64	RTE 143 (NORTH)	YORKTOWN RD	EB							43,637	6/22 - 6/23	V							42,950	8/28 - 8/29	V		
				WB							43,675	6/22 - 6/23	V							41,857	8/28 - 8/29	V		
NN	I-64	YORKTOWN RD	FORT EUSTIS BLVD	EB							46,996	6/22 - 6/23	V							45,951	8/28 - 8/29	V		
				WB							47,341	6/22 - 6/23	V							45,161	8/28 - 8/29	V		
NN	I-64	FORT EUSTIS BLVD	JEFFERSON AVE	EB							52,479	6/22 - 6/23	V							53,460	8/20 - 8/21	V		
				WB							50,996	6/22 - 6/23	V							48,531	8/28 - 8/29	V		
NN	I-64	JEFFERSON AVE	OYSTER POINT RD	EB							63,384	6/29 - 6/30	V							61,123	8/20 - 8/21	V		
				WB							63,857	6/29 - 6/30	V											
NN	I-64	OYSTER POINT RD	J C MORRIS BLVD	EB	69,311	Wkdy average	V	69,637	Wkdy average	V	68,995	Wkdy average	V	68,101	Wkdy average	V	67,299	Wkdy average	V	66,889	Wkdy average	V		
				WB	67,490	Wkdy average	V	67,753	Wkdy average	V	66,460	Wkdy average	V	66,560	Wkdy average	V	65,867	Wkdy average	V	64,969	Wkdy average	V		
NN	I-64	J C MORRIS BLVD	HAMPTON CL	EB							83,629	6/29 - 6/30	V							80,824	8/13 - 8/14	V		
				WB							82,151	6/29 - 6/30	V							80,510	8/13 - 8/14	V		
HAM	I-64	NEWPORT NEWS CL	HRC PARKWAY	EB							83,629	6/29 - 6/30	V							80,824	8/13 - 8/14	V		
				WB							82,151	6/29 - 6/30	V							80,510	8/13 - 8/14	V		

See page A-6 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Interstates and Freeways/Expressways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
HAM	I-64	HRC PARKWAY	MAGRUDER BLVD	EB							74,462	6/29 - 6/30	V									
				WB							72,814	6/29 - 6/30	V							72,014	8/13 - 8/14	V
HAM	I-64	MAGRUDER BLVD	MERCURY BLVD	EB							79,983	Wkdy average	O	79,577	Wkdy average	O				85,457	8/13 - 8/14	V
				WB							72,499	Wkdy average	O	71,419	Wkdy average	O				85,375	8/13 - 8/14	V
HAM	I-64	MERCURY BLVD	I-664	EB							73,093	Wkdy average	O	74,168	Wkdy average	O	72,648	Wkdy average	O	76,909	8/6 - 8/7	V
				WB							74,930	Wkdy average	O	73,951	Wkdy average	O	72,531	Wkdy average	O	76,361	8/6 - 8/7	V
HAM	I-64	I-664	ARMISTEAD AVE	EB							63,185	7/13 - 7/14	V							60,916	7/30 - 7/31	V
				WB							61,969	7/13 - 7/14	V							62,023	7/30 - 7/31	V
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EB							54,289	Wkdy average	O	56,684	Wkdy average	O				51,785	8/6 - 8/7	V
				WB							49,871	Wkdy average	O	47,640	Wkdy average	O				52,253	7/30 - 7/31	V
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EB							54,289	Wkdy average	O	56,684	Wkdy average	O				43,722	8/6 - 8/7	V
				WB							49,871	Wkdy average	O	47,640	Wkdy average	O				52,253	7/30 - 7/31	V
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EB							47,404	7/13 - 7/14	V							43,389	8/6 - 8/7	V
				WB							49,097	7/13 - 7/14	V							47,328	8/6 - 8/7	V
HAM	I-64/HRBT	MALLORY ST	NORFOLK CL	EB	46,411	Wkdy average	T	46,764	Wkdy average	T	45,971	Wkdy average	T	45,849	Wkdy average	T	46,088	Wkdy average	T	46,070	Wkdy average	T
				WB	45,117	Wkdy average	T	45,299	Wkdy average	T	44,712	Wkdy average	T	43,858	Wkdy average	T	44,309	Wkdy average	T	44,200	Wkdy average	T
NOR	I-64/HRBT	HAMPTON CL	OCEAN VIEW AVE	EB	46,411	Wkdy average	T	46,764	Wkdy average	T	45,971	Wkdy average	T	45,849	Wkdy average	T	46,088	Wkdy average	T	46,070	Wkdy average	T
				WB	45,117	Wkdy average	T	45,299	Wkdy average	T	44,712	Wkdy average	T	43,858	Wkdy average	T	44,309	Wkdy average	T	44,200	Wkdy average	T
NOR	I-64	OCEAN VIEW AVE	4TH VIEW AVE	EB	46,411	Wkdy average	T	46,764	Wkdy average	T	45,971	Wkdy average	T	45,849	Wkdy average	T	46,088	Wkdy average	T	46,070	Wkdy average	T
				WB	45,117	Wkdy average	T	45,299	Wkdy average	T	44,712	Wkdy average	T	43,858	Wkdy average	T	44,309	Wkdy average	T	44,200	Wkdy average	T
NOR	I-64	4TH VIEW AVE	BAY AVE	EB				42,598	8/11 - 8/13	V							46,608	8/22 - 8/23	V			
				WB				41,656	8/11 - 8/13	V							41,982	8/22 - 8/23	V			
NOR	I-64	BAY AVE	GRANBY ST	EB				48,292	8/11 - 8/13	V							52,964	8/22 - 8/23	V			
				WB				45,634	8/11 - 8/13	V							46,937	8/22 - 8/23	V			
NOR	I-64	GRANBY ST	I-564/LITTLE CREEK RD	EB				48,292	8/11 - 8/13	V							52,964	8/22 - 8/23	V			
				WB				45,634	8/11 - 8/13	V							46,937	8/22 - 8/23	V			
NOR	I-64 REVERSIBLE LANES	I-564/LITTLE CREEK RD	TIDEWATER DR	REV	23,523	Wkdy average	V	25,344	Wkdy average	V	24,847	Wkdy average	V							23,902	Wkdy average	V
	I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	EB	52,806	Wkdy average	V	52,624	Wkdy average	V	51,594	Wkdy average	V	52,468	Wkdy average	V	53,199	Wkdy average	V	52,491	Wkdy average	V
				WB							65,238	8/3 - 8/4	V				56,897	8/22 - 8/23	V			
NOR	I-64 REVERSIBLE LANES	TIDEWATER DR	CHESAPEAKE BLVD	REV	23,523	Wkdy average	V	25,344	Wkdy average	V	24,847	Wkdy average	V							23,902	Wkdy average	V
	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EB	59,299	Wkdy average	V										58,772	8/14 - 8/15	V			
				WB	62,080	Wkdy average	V	62,146	Wkdy average	V	62,497	Wkdy average	V	60,739	Wkdy average	V	61,026	Wkdy average	V	60,064	Wkdy average	V
NOR	I-64 REVERSIBLE LANES	CHESAPEAKE BLVD	NORVIEW AVE	REV	23,523	Wkdy average	V	25,344	Wkdy average	V	24,847	Wkdy average	V							23,902	Wkdy average	V
	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EB																		
				WB													69,268	8/14 - 8/15	V			
NOR	I-64 REVERSIBLE LANES	NORVIEW AVE	MILITARY HWY	REV	23,523	Wkdy average	V	25,344	Wkdy average	V	24,847	Wkdy average	V							23,902	Wkdy average	V
	I-64	NORVIEW AVE	MILITARY HWY	EB	74,076	1/1 - 2/27	V										71,105	8/7 - 8/8	V			
				WB	72,915	Wkdy average	V	73,081	Wkdy average	V	73,775	Wkdy average	V	72,101	Wkdy average	V	72,205	Wkdy average	V	71,537	Wkdy average	V
NOR	I-64 REVERSIBLE LANES	MILITARY HWY	NORTHAMPTON BLVD	REV	23,523	Wkdy average	V	25,344	Wkdy average	V	24,847	Wkdy average	V							23,902	Wkdy average	V
	I-64	MILITARY HWY	NORTHAMPTON BLVD	EB													60,374	8/7 - 8/8	V			
				WB	72,117	Wkdy average	V	72,207	Wkdy average	V	73,263	Wkdy average	V	71,751	Wkdy average	V	71,756	Wkdy average	V	71,859	Wkdy average	V
NOR	I-64 REVERSIBLE LANES	NORTHAMPTON BLVD	I-264	REV													18,177		V			
	I-64	NORTHAMPTON BLVD	I-264	EB							78,556	Wkdy average	O	77,762	Wkdy average	O	75,649	8/7 - 8/8	V			
				WB				87,579	6/3 - 8/20	O							87,702	8/7 - 8/8	V			
NOR	I-64	I-264	VA BEACH CL	EB	77,164	4/1 - 6/30	V				75,197	8/31 - 12/31	V	75,325	Wkdy average	V	74,977	Wkdy average	V	75,076	Wkdy average	V
				WB	72,895	Wkdy average	V	73,079	Wkdy average	V	74,323	Wkdy average	V	72,998	Wkdy average	V	73,113	Wkdy average	V	72,921	Wkdy average	V
VB	I-64	NORFOLK CL	INDIAN RIVER RD	EB	77,164	4/1 - 6/30	V				75,197	8/31 - 12/31	V	75,325	Wkdy average	V	74,977	Wkdy average	V	75,076	Wkdy average	V
				WB	72,895	Wkdy average	V	73,079	Wkdy average	V	74,323	Wkdy average	V	72,998	Wkdy average	V	73,113	Wkdy average	V	72,921	Wkdy average	V
VB	I-64	INDIAN RIVER RD	CITY LINE RD/CHESEAPEAKE CL	EB													69,141	7/31 - 8/1	V			
				WB	63,269	Wkdy average	V	63,610	Wkdy average	V	63,757	Wkdy average	V	64,959	Wkdy average	V	65,444	Wkdy average	V	65,757	Wkdy average	V

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Appendix A – CMP Roadway Segment Historical Volumes – Interstates and Freeways/Expressways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
CHES	I-64	CITY LINE RD/VA BEACH CL	GREENBRIER PKWY	EB													69,141	7/31 - 8/1	V			
				WB	63,269	Wkdy average	V	63,610	Wkdy average	V	63,757	Wkdy average	V	64,959	Wkdy average	V	65,444	Wkdy average	V	65,757	Wkdy average	V
CHES	I-64	GREENBRIER PKWY	BATTLEFIELD BLVD	EB				62,857	8/18 - 8/20	V							67,141	7/31 - 8/1	V			
				WB													66,173	7/24 - 7/25	V			
CHES	I-64	BATTLEFIELD BLVD	I-464	EB	51,960	1/13 - 11/2	V										60,542	7/31 - 8/1	V			
				WB	51,022		V															
CHES	I-64	I-464	GEORGE WASHINGTON HWY	EB				42,327	8/25 - 8/27	V							44,030	7/17 - 7/18	V			
				WB				42,847	8/25 - 8/27	V							44,305	7/17 - 7/18	V			
CHES	I-64	GEORGE WASHINGTON HWY	MILITARY HWY	EB				39,096	8/25 - 8/27	V							39,243	7/17 - 7/18	V			
				WB				39,390	8/25 - 8/27	V							38,219	7/17 - 7/18	V			
CHES	I-64	MILITARY HWY	I-264&664	EB	39,005	Wkdy average	V	39,386	Wkdy average	V	39,623	Wkdy average	V	39,068	Wkdy average	V	38,714	Wkdy average	V	39,998	Wkdy average	V
				WB	37,253	Wkdy average	V	38,448	Wkdy average	V	37,593	Wkdy average	V	36,640	Wkdy average	V	36,746	Wkdy average	V	37,536	Wkdy average	V
CHES	I-264	I-64&664	WCL PORTSMOUTH	EB				28,920	7/7 - 7/9	V							27,749	7/10 - 7/11	V			
				WB				29,221	7/7 - 7/9	V												
PORT	I-264	WCL PORTSMOUTH	GREENWOOD DR	EB				28,920	7/7 - 7/9	V							27,749	7/10 - 7/11	V			
				WB				29,221	7/7 - 7/9	V												
PORT	I-264	GREENWOOD DR	VICTORY BLVD	EB				27,998	7/7 - 7/9	V							27,055	7/10 - 7/11	V			
				WB				28,974	7/7 - 7/9	V							27,663	7/10 - 7/11	V			
PORT	I-264	VICTORY BLVD	PORTSMOUTH BLVD	EB	31,867	Wkdy average	V	31,993	Wkdy average	V	32,160	Wkdy average	V	31,901	Wkdy average	V	32,211	Wkdy average	V	32,875	Wkdy average	V
				WB	31,588	Wkdy average	V	31,752	Wkdy average	V	31,644	Wkdy average	V	31,459	Wkdy average	V	31,724	Wkdy average	V	31,706	Wkdy average	V
PORT	I-264	PORTSMOUTH BLVD	FREDERICK BLVD	EB				33,645	7/7 - 7/9	V							32,513	7/10 - 7/11	V			
				WB				34,682	7/7 - 7/9	V							33,171	7/10 - 7/11	V			
PORT	I-264	FREDERICK BLVD	FUTURE MLK FWY	EB				40,864	7/7 - 7/9	V							40,279	12/4 - 12/5	V			
				WB				39,667	7/7 - 7/9	V							38,779	12/4 - 12/5	V			
PORT	I-264	FUTURE MLK FWY	DES MOINES AVE	EB				40,864	7/7 - 7/9	V							40,279	12/4 - 12/5	V			
				WB				39,667	7/7 - 7/9	V							38,779	12/4 - 12/5	V			
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EB				37,690	7/7 - 7/9	V							37,254	12/4 - 12/5	V			
				WB				36,977	7/7 - 7/9	V							35,711	12/4 - 12/5	V			
PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	NORFOLK CL	EB	47,498	Wkdy average	T	47,809	Wkdy average	T	47,124	Wkdy average	T	47,681	Wkdy average	T	46,851	Wkdy average	T	45,645	Wkdy average	T
				WB	51,585	Wkdy average	T	50,981	Wkdy average	T	50,364	Wkdy average	T	50,547	Wkdy average	T	49,934	Wkdy average	T	47,733	Wkdy average	T
NOR	I-264/DOWNTOWN TUNNEL	PORTSMOUTH CL	I-464	EB	47,498	Wkdy average	T	47,809	Wkdy average	T	47,124	Wkdy average	T	47,681	Wkdy average	T	46,851	Wkdy average	T	45,645	Wkdy average	T
				WB	51,585	Wkdy average	T	50,981	Wkdy average	T	50,364	Wkdy average	T	50,547	Wkdy average	T	49,934	Wkdy average	T	47,733	Wkdy average	T
NOR	I-264/BERKLEY BRIDGE	I-464	WATERSIDE/CITY HALL/TIDEWATER	EB				62,260	7/21 - 7/23	V	63,338	Wkdy average	O	64,418	Wkdy average	O						
				WB										46,926	Wkdy average	V						
NOR	I-264	WATERSIDE/CITY HALL/TIDEWATER	BRAMBLETON AVE	EB				57,655	7/21 - 7/23	V							53,382	0/16 - 10/1	V			
				WB				50,978	7/21 - 7/23	V							48,752	0/16 - 10/1	V			
NOR	I-264	BRAMBLETON AVE	BALLENTINE BLVD	EB				67,845	7/21 - 7/23	V							66,539	0/16 - 10/1	V			
				WB				67,355	7/21 - 7/23	V							64,988	0/16 - 10/1	V			
NOR	I-264	BALLENTINE BLVD	MILITARY HWY	EB	70,253	Wkdy average	V										64,320	9/25 - 9/26	V			
				WB	69,280	Wkdy average	V										64,935	0/10 - 10/1	V			
NOR	I-264	MILITARY HWY	I-64	EB	70,253	Wkdy average	V				74,332	Wkdy average	V	72,884	Wkdy average	O	63,550	9/25 - 9/26	V			
				WB	69,280	Wkdy average	V				68,036	Wkdy average	O	65,538	Wkdy average	O	57,886	0/10 - 10/1	V			
NOR	I-264	I-64	NEWTOWN RD/WCL VA. BEACH	EB													100,000		E			
				WB													100,000		E			
VB	I-264	NEWTOWN RD/ECL NORFOLK	WITCHDUCK RD	EB				103,792	8/4 - 8/6	V							100,873	9/25 - 9/26	V			
				WB				110,000									93,884	9/18 - 9/19	V			
VB	I-264	WITCHDUCK RD	INDEPENDENCE BLVD	EB	101,614	Wkdy average	V	100,775	Wkdy average	V	100,522	Wkdy average	V	100,368	Wkdy average	V	98,972	Wkdy average	V	100,693	Wkdy average	V
				WB	103,283	Wkdy average	V	102,492	Wkdy average	V	101,964	Wkdy average	V	101,498	Wkdy average	V	100,609	Wkdy average	V	101,266	Wkdy average	V
VB	I-264	INDEPENDENCE BLVD	ROSEMONT RD	EB													76,570	9/11 - 9/19	V			
				WB				82,786	7/28 - 7/30	V							78,647	9/11 - 9/12	V			

See page A-6 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Interstates and Freeways/Expressways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
VB	I-264	ROSEMONT RD	LYNNHAVEN PKWY	EB	72,009	Wkdy average	V	72,331	Wkdy average	V							65,194	Wkdy average	O	70,007	Wkdy average	O
				WB	72,452	Wkdy average	V	71,942	Wkdy average	V	71,990	Wkdy average	V	70,899	Wkdy average	V	70,695	Wkdy average	V	72,096	Wkdy average	V
VB	I-264	LYNNHAVEN PKWY	LONDON BRIDGE RD	EB				64,325	7/28 - 7/30	V							63,098	9/11 - 9/12	V			
				WB				60,175	7/28 - 7/30	V							65,014	9/5 - 9/6	V			
VB	I-264	LONDON BRIDGE RD	LASKIN RD	EB				64,325	7/28 - 7/30	V							51,349	9/11 - 9/12	V			
				WB				60,175	7/28 - 7/30	V							65,014	9/5 - 9/6	V			
VB	I-264	LASKIN RD	FIRST COLONIAL RD	EB				37,755	7/28 - 7/30	V	32,110	Wkdy average	O	29,460	Wkdy average	O	28,577	Wkdy average	O	28,270	Wkdy average	O
				WB				43,184	7/28 - 7/30	V	38,257	Wkdy average	O	38,103	Wkdy average	O	36,991	Wkdy average	O	36,256	Wkdy average	O
VB	I-264	FIRST COLONIAL RD	S.E. PARKWAY CORRIDOR	EB				30,823	7/28 - 7/30	V							26,986	9/5 - 9/6	V			
				WB				32,239	7/28 - 7/30	V							27,493	9/5 - 9/6	V			
VB	I-264	S.E. PARKWAY CORRIDOR	BIRDNECK RD	EB				30,823	7/28 - 7/30	V							26,986	9/5 - 9/6	V			
				WB				32,239	7/28 - 7/30	V							27,493	9/5 - 9/6	V			
VB	I-264	BIRDNECK RD	PARKS AVE	EB				16,182	7/28 - 7/30	V							12,695	9/5 - 9/6	V			
				WB				14,427	7/28 - 7/30	V							11,963	9/5 - 9/6	V			
CHES	I-464	I-64	MILITARY HWY	NB				30,266	7/14 - 7/16	V							30,101	2/18 - 12/1	V			
				SB				26,633	7/14 - 7/16	V							28,035	2/18 - 12/1	V			
CHES	I-464	MILITARY HWY	FREEMAN AVE	NB				26,982	7/14 - 7/16	V							28,298	2/11 - 12/1	V			
				SB				23,505	7/14 - 7/16	V							21,267	2/11 - 12/1	V			
CHES	I-464	FREEMAN AVE	POINDEXTER ST	NB	26,913	Wkdy average	V	26,264	Wkdy average	V	26,444	Wkdy average	V	26,904	Wkdy average	V	26,728	Wkdy average	V	27,254	Wkdy average	V
				SB	23,323	Wkdy average	V	22,422	Wkdy average	V	22,662	Wkdy average	V	23,107	Wkdy average	V	22,983	Wkdy average	V	24,390	Wkdy average	V
CHES	I-464	POINDEXTER ST	NORFOLK CL	NB				27,535	7/14 - 7/16	V							27,877	2/11 - 12/1	V			
				SB				22,665	7/14 - 7/16	V							23,692	2/11 - 12/1	V			
NOR	I-464	CHESAPEAKE CL	SOUTH MAIN ST	NB				27,535	7/14 - 7/16	V							27,877	2/11 - 12/1	V			
				SB				22,665	7/14 - 7/16	V							23,692	2/11 - 12/1	V			
NOR	I-464	SOUTH MAIN ST	I-264	NB				26,036	7/14 - 7/16	V												
				SB				21,319	7/14 - 7/16	V												
NOR	I-564	ADMIRAL TAUSSIG BLVD	FUTURE INTERMODAL CONNECTOR	NB	21,422	Wkdy average	V	20,746	Wkdy average	V	20,314	Wkdy average	V	19,946	Wkdy average	V	20,363	Wkdy average	V	21,396	Wkdy average	V
				SB	22,858	Wkdy average	V	23,065	Wkdy average	V	22,287	Wkdy average	V	22,519	Wkdy average	V	22,539	Wkdy average	V	24,496	Wkdy average	V
NOR	I-564	FUTURE INTERMODAL CONNECTOR	INTERNATIONAL TERMINAL BLVD	NB	21,422	Wkdy average	V	20,746	Wkdy average	V	20,314	Wkdy average	V	19,976	Wkdy average	V	20,363	Wkdy average	V	21,396	Wkdy average	V
				SB	22,858	Wkdy average	V	23,065	Wkdy average	V	22,287	Wkdy average	V	22,519	Wkdy average	V	22,539	Wkdy average	V	24,496	Wkdy average	V
NOR	I-564	INTERNATIONAL TERMINAL BLVD	I-64	NB				38,032	8/11 - 8/13	V							38,879	8/28 - 8/29	V			
				SB				28,623	8/11 - 8/13	V												
CHES	I-664	I-64 & I-264	ROUTES 13/58/460	SB				60,548	6/30 - 7/2	V							58,490	6/26 - 6/27	V			
				NB				61,170	6/30 - 7/2	V												
CHES	I-664	ROUTES 13/58/460	DOCK LANDING RD	SB				48,415	6/30 - 7/2	V							46,506	6/19 - 6/20	V			
				NB				47,921	6/30 - 7/2	V							46,042	6/19 - 6/20	V			
CHES	I-664	DOCK LANDING RD	PORTSMOUTH BLVD	SB				47,767	6/30 - 7/2	V							45,747	6/19 - 6/20	V			
				NB				47,439	6/30 - 7/2	V							46,454	6/19 - 6/20	V			
CHES	I-664	PORTSMOUTH BLVD	PUGHSVILLE RD	SB				45,295	6/30 - 7/2	V							43,902	6/19 - 6/20	V			
				NB				44,736	6/30 - 7/2	V							43,633	6/19 - 6/20	V			
CHES	I-664	PUGHSVILLE RD	SUFFOLK CL	SB	39,832	5/13 - 5/15	V										42,898	6/19 - 6/20	V			
				NB	40,613	5/13 - 5/15	V															
SUF	I-664	CHESAPEAKE CL	BRIDGE RD	SB	39,832	5/13 - 5/15	V										42,898	6/19 - 6/20	V			
				NB	40,613	5/13 - 5/15	V															
SUF	I-664	BRIDGE RD	WESTERN FWY	SB	28,298	5/13 - 5/15	V															
				NB	29,101	5/13 - 5/15	V															
SUF	I-664	WESTERN FWY	COLLEGE DR	SB	30,769	Wkdy average	V	31,849	Wkdy average	V	30,661	Wkdy average	V	30,684	Wkdy average	V	30,645	Wkdy average	V	31,414	Wkdy average	V
				NB	31,931	Wkdy average	V	33,076	Wkdy average	V	32,657	Wkdy average	V							33,210	Wkdy average	V
SUF	I-664/MMMBT	COLLEGE DR	NEWPORT NEWS CL	SB	28,314	Wkdy average	T	28,822	Wkdy average	T	31,290	Wkdy average	T	31,148	Wkdy average	T	30,987	Wkdy average	T	31,911	Wkdy average	T
				NB	30,303	Wkdy average	T	30,795	Wkdy average	T	32,244	Wkdy average	T	32,718	Wkdy average	T	32,101	Wkdy average	T	33,056	Wkdy average	T

See page A-6 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Interstates and Freeways/Expressways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NN	I-664/MMMBT	SUFFOLK CL	TERMINAL AVE	SB	28,314	Wkdy average	T	28,822	Wkdy average	T	31,290	Wkdy average	T	31,148	Wkdy average	T	30,987	Wkdy average	T	31,911	Wkdy average	T
				NB	30,303	Wkdy average	T	30,795	Wkdy average	T	32,244	Wkdy average	T	32,718	Wkdy average	T	32,101	Wkdy average	T	33,056	Wkdy average	T
NN	I-664	TERMINAL AVE	23RD ST	SB							27,054	7/20 - 7/21	V									
				NB							36,134	7/20 - 7/21	V							36,892	7/23 - 7/24	V
NN	I-664	23RD ST	CHESTNUT AVE	SB							35,508	7/20 - 7/21	V							37,472	7/23 - 7/24	V
				NB							34,078	7/20 - 7/21	V							38,506	7/23 - 7/24	V
NN	I-664	CHESTNUT AVE	HAMPTON CL	SB							38,504	7/20 - 7/21	V							40,717	7/23 - 7/24	V
				NB							38,082	7/20 - 7/21	V							41,729	7/23 - 7/24	V
HAM	I-664	NEWPORT NEWS CL	ABERDEEN RD	SB							38,504	7/20 - 7/21	V							40,717	7/23 - 7/24	V
				NB							38,082	7/20 - 7/21	V							41,729	7/23 - 7/24	V
HAM	I-664	ABERDEEN RD	POWER PLANT PKWY	SB							38,758	Wkdy average	O	36,745	Wkdy average	O	36,890	Wkdy average	O	37,114	Wkdy average	O
				NB							35,219	Wkdy average	O	35,232	Wkdy average	O	36,579	Wkdy average	O	37,118	Wkdy average	O
HAM	I-664	POWER PLANT PKWY	I-64	SB							42,715	7/20 - 7/21	V							44,656	7/30 - 7/31	V
				NB							41,797	7/20 - 7/21	V							45,440	7/30 - 7/31	V
PORT	M L K FREEWAY	HIGH ST	LONDON BLVD	NB							5,951	11/2 - 11/3	V							6,657	7/31 - 8/1	V
				SB							6,844	11/2 - 11/3	V							7,305	7/31 - 8/1	V
PORT	M L K FREEWAY	LONDON BLVD	WESTERN FREEWAY/MIDTOWN TUN	NB							18,020	Wkdy average	O	19,748	Wkdy average	O	18,723	7/17	V			
				SB							15,405	Wkdy average	O	18,756	Wkdy average	O	18,266	7/17	V			
SUF	ROUTE 13/58/460	SUFFOLK BYPASS	CHESAPEAKE CL	EB	35,143	Wkdy average	V	35,065	Wkdy average	V	35,319	Wkdy average	V				35,095	8/7 - 12/31	V	35,839	Wkdy average	V
				WB	34,924	Wkdy average	V	34,888	Wkdy average	V	35,137	Wkdy average	V				35,065	8/7 - 12/31	V	35,738	Wkdy average	V
CHES	ROUTE 13/58/460	SUFFOLK CL	I-664	EB	35,143	Wkdy average	V	35,065	Wkdy average	V	35,319	Wkdy average	V	36,207	Wkdy average	O	35,095	Wkdy average	V	35,839	Wkdy average	V
				WB	34,924	Wkdy average	V	34,888	Wkdy average	V	35,137	Wkdy average	V	36,509	Wkdy average	O	35,065	Wkdy average	V	35,738	Wkdy average	V
YC	ROUTE 199	I-64	MOORETOWN RD	EB							15,193	7/14 - 7/15	V							15,405	7/10 - 7/11	V
				WB							14,395	7/14 - 7/15	V							14,282	7/10 - 7/11	V
YC	ROUTE 199	MOORETOWN RD	JCC LINE (WESTSIDE)	EB							13,378	7/14 - 7/15	V							13,384	7/10 - 7/11	V
				WB							13,655	7/14 - 7/15	V							13,602	7/10 - 7/11	V
JCC	ROUTE 199	YORK CL	RICHMOND RD (RTE 60)	EB							13,378	7/14 - 7/15	V							13,384	7/10 - 7/11	V
				WB							13,655	7/14 - 7/15	V							13,602	7/10 - 7/11	V
JCC	ROUTE 199	RICHMOND RD (RTE 60)	LONGHILL RD (RTE 612)	EB							11,935	2/17 - 2/18	V							13,393	3/26 - 3/27	V
				WB							11,588	2/17 - 2/18	V							12,823	3/26 - 3/27	V
JCC	ROUTE 199	LONGHILL RD (RTE 612)	MONTICELLO AVE (RTE 321)	EB							14,723	2/24 - 3/10	V							15,529	3/19 - 3/20	V
				WB							14,318	2/24 - 3/10	V							15,223	3/19 - 3/20	V
JCC	ROUTE 199	MONTICELLO AVE (RTE 321)	JOHN TYLER HWY (RTE 5)	EB							13,891	2/24 - 2/25	V							15,862	3/26 - 3/27	V
				WB							13,624	2/24 - 2/25	V							15,334	3/26 - 3/27	V
SUF	SOUTHWEST SUFFOLK BYPASS	HOLLAND RD	CAROLINA RD	NB	4,665	9/10 - 9/11	V							4,768	10/12 - 10/13	V				6,090	0/29 - 10/3	C
				SB	4,797	9/10 - 9/11	V							5,055	10/12 - 10/13	V				6,327	0/29 - 10/3	C
SUF	SUFFOLK BYPASS	HOLLAND RD	PITCHKETTLE RD	EB	16,715	9/30 - 10/2	V							17,052	11/8 - 11/9	V						
				WB	16,759	9/30 - 10/2	V							17,359	11/8 - 11/9	V						
SUF	SUFFOLK BYPASS	PITCHKETTLE RD	PRUDEN BLVD	EB	19,436	9/30 - 10/2	V							18,186	11/8 - 11/9	V						
				WB	20,302	9/30 - 10/2	V							17,953	11/8 - 11/9	V						
SUF	SUFFOLK BYPASS	PRUDEN BLVD	GODWIN BLVD	EB	23,873	9/30 - 10/2	V	19,737	5/27 - 12/31	O	22,053	Wkdy average	O	19,962	Wkdy average	O	20,008	Wkdy average	O			
				WB	23,992	9/30 - 10/2	V	21,985	5/27 - 12/31	O	21,974	Wkdy average	O	22,309	Wkdy average	O	22,542	Wkdy average	O			
SUF	SUFFOLK BYPASS	GODWIN BLVD	WILROY RD	EB	29,111	9/30 - 10/2	V	27,496	5/27 - 12/31	O	27,086	Wkdy average	O	26,262	Wkdy average	O	26,357	Wkdy average	O			
				WB	29,132	9/30 - 10/2	V	26,024	5/27 - 12/31	O	25,930	Wkdy average	O	27,192	Wkdy average	O	27,276	Wkdy average	O			
SUF	SUFFOLK BYPASS	WILROY RD	ROUTES 13/58/460	EB	24,746	9/30 - 10/2	V	22,307	5/27 - 12/31	O	22,413	Wkdy average	O	22,441	Wkdy average	O	23,121	Wkdy average	O			
				WB	26,539	9/30 - 10/2	V	22,461	5/27 - 12/31	O	22,097	Wkdy average	O	21,752	Wkdy average	O	22,366	Wkdy average	O			
SUF	WESTERN FWY	BRIDGE RD	I-664	EB	7,145	10/7 - 10/9	V															
				WB	13,356	10/7 - 10/9	V															
SUF	WESTERN FWY	I-664	COLLEGE DR	EB	20,360	10/7 - 10/8	V				20,375	Wkdy average	O	20,216	Wkdy average	O	19,983	Wkdy average	O			
				WB	20,316	10/7 - 10/8	V				19,847	Wkdy average	O	20,292	Wkdy average	O	20,457	Wkdy average	O			

See page A-6 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Interstates and Freeways/Expressways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
SUF	WESTERN FWY	COLLEGE DR	PORTSMOUTH CL	EB	24,190	Wkdy average	V	25,059	Wkdy average	V	25,037	Wkdy average	V	25,488	Wkdy average	V	25,310	Wkdy average	V	25,985	Wkdy average	V
				WB	23,965	Wkdy average	V	24,832	Wkdy average	V	24,585	Wkdy average	V	24,133	Wkdy average	V	25,859	Wkdy average	V	26,305	Wkdy average	V
PORT	WESTERN FWY	SUFFOLK CL	TOWNE POINT RD	EB	24,190	Wkdy average	V	25,059	Wkdy average	V	25,037	Wkdy average	V	25,488	Wkdy average	V	25,310	Wkdy average	V	25,985	Wkdy average	V
				WB	23,965	Wkdy average	V	24,832	Wkdy average	V	24,585	Wkdy average	V	24,133	Wkdy average	V	25,859	Wkdy average	V	26,305	Wkdy average	V
PORT	WESTERN FWY	TOWNE POINT RD	CEDAR LN	EB				27,260	5/27 - 5/28	V							27,173	12/12	V			
				WB				27,484	5/27 - 5/28	V							27,466	12/12	V			
PORT	WESTERN FWY	CEDAR LN	APM BLVD	EB				24,756	5/27 - 5/28	V												
				WB				25,282	5/27 - 5/28	V												
PORT	WESTERN FWY	APM BLVD	WEST NORFOLK RD	EB				23,077	5/27 - 12/31	O	22,632	Wkdy average	O	22,930	Wkdy average	O	22,965	Wkdy average	O	23,492	Wkdy average	O
				WB				24,098	5/27 - 12/31	O	23,496	Wkdy average	O	24,026	Wkdy average	O	24,091	Wkdy average	O	24,567	Wkdy average	O
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EB				26,570	5/27 - 5/28	V	25,438	Wkdy average	O	25,283	Wkdy average	O	26,754	2/12 - 12/1	V			
				WB				27,003	5/27 - 5/28	V	25,231	Wkdy average	O	26,354	Wkdy average	O	27,107	2/12 - 12/1	V			

LEGEND

VOLUME – This column shows the average 24-hour volume in that particular year based on traffic counts collected on the dates shown.

COUNT DATE & SOURCE – This column shows the source for each traffic count, and the dates that the count was taken.

For those counts showing "Wkdy average" as the count date, traffic volumes are collected continuously throughout the year and the weekday (Tuesdays-Thursday) average is shown.

The following codes are used to represent each count source: C – City/county, E – Estimate, O – Other, T – Tunnel or toll facility, V - VDOT

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
CHES	22ND ST	LIBERTY ST	BERKLEY AVE/NORFOLK CL											5,590	7/20	V						
CHES	AIRLINE BLVD	I-664	JOLLIFF RD					10,891	5/6 - 5/7	V							10,110	7/17	V			
CHES	AIRLINE BLVD	JOLLIFF RD	PORTSMOUTH CL		7,801	2/10 - 12/1	V							6,909	7/20 - 7/21	V						
CHES	ATLANTIC AVE	CAMPOSTELLA RD	PROVIDENCE RD		16,154	6/3 - 6/4	V							15,095	6/8 - 6/9	V						
CHES	ATLANTIC AVE	PROVIDENCE RD	OLD ATLANTIC AVE		18,187	Wkdy average	V	17,770	Wkdy average	V	18,046	Wkdy average	V	17,228	Wkdy average	V	17,148	Wkdy average	V	17,128	Wkdy average	V
CHES	ATLANTIC AVE	OLD ATLANTIC AVE	CAMPOSTELLA RD		10,357	9/3 - 9/4	V							9,415	6/8 - 6/9	V						
CHES	BAINBRIDGE BLVD	DOMINION BLVD	GREAT BRIDGE BLVD		5,184	6/11 - 6/12	V							4,492	4/20 - 4/21	V						
CHES	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	MILITARY HWY		9,353	5/20 - 6/12	V							9,420	7/19 - 7/20	V						
CHES	BAINBRIDGE BLVD	MILITARY HWY	FREEMAN AVE		12,022	6/11 - 6/12	V							12,984	7/19 - 7/20	V						
CHES	BAINBRIDGE BLVD	FREEMAN AVE	SWAIN AVE											10,013	7/19 - 7/20	V						
CHES	BAINBRIDGE BLVD	SWAIN AVE	CHESAPEAKE DR											10,013	7/19 - 7/20	V						
CHES	BAINBRIDGE BLVD	CHESAPEAKE DR	POINDEXTER ST		8,984	9/3 - 9/4	V															
CHES	BAINBRIDGE BLVD	POINDEXTER ST	NORFOLK CL		1,725	1/18 - 11/1	V							1,733	5/11 - 5/12	V						
CHES	BALLAHACK RD	GEORGE WASHINGTON HWY	OLD BATTLEFIELD BLVD		810	7/8 - 7/9	V							906	6/22 - 6/23	V						
CHES	BATTLEFIELD BLVD	NORTH CAROLINA STATE LINE	BALLAHACK RD		21,331	Wkdy average	V	21,852	Wkdy average	V	22,239	Wkdy average	V	21,703	Wkdy average	V	21,977	Wkdy average	V	21,880	Wkdy average	V
CHES	BATTLEFIELD BLVD	BALLAHACK RD	GALLBUSH RD		21,331	Wkdy average	V	21,852	Wkdy average	V	22,239	Wkdy average	V	21,703	Wkdy average	V	21,977	Wkdy average	V	21,880	Wkdy average	V
CHES	BATTLEFIELD BLVD	GALLBUSH RD	INDIAN CREEK RD		13,343	7/29 - 7/30	V							15,855	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	INDIAN CREEK RD	CENTERVILLE TNPK		16,804	6/17 - 6/18	V							19,716	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	CENTERVILLE TNPK	HILLCREST PKWY		16,377	6/17 - 6/18	V							22,502	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	HILLCREST PKWY	PEACEFUL RD/HILLWELL RD											7,863	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	PEACEFUL RD/HILLWELL RD	HANBURY RD		9,224	6/17 - 6/18	V							7,863	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	HANBURY RD	JOHNSTOWN RD		16,009	6/17 - 6/18	V							14,526	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	JOHNSTOWN RD	CEDAR RD		29,623	6/17 - 6/18	V							32,596	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	CEDAR RD	GREAT BRIDGE BLVD/KEMPSVILLE RD		35,831	6/17 - 6/18	V							36,545	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	GREAT BRIDGE BYPASS		37,224	6/17 - 6/18	V															
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BYPASS	VOLVO PKWY		44,686	6/17 - 6/18	V							45,616	5/25 - 5/26	V						
CHES	BATTLEFIELD BLVD	VOLVO PKWY	I-64		61,053	6/18 - 6/19	V							61,086	6/7 - 6/9	V						
CHES	BATTLEFIELD BLVD	I-64	MILITARY HWY											35,904	6/8 - 6/9	V						
CHES	BATTLEFIELD BLVD	MILITARY HWY	CAMPOSTELLA RD		22,710	6/3	V							22,504	6/8 - 6/9	V						
CHES	BENEFIT RD	JOHNSTOWN RD	SIGN PINE RD		2,031	7/8 - 12/3	V							2,541	5/17 - 5/19	V						
CHES	BLACKWATER RD	VIRGINIA BEACH CL	FENTRESS AIRFIELD RD		2,902	5/14 - 5/15	V							2,338	5/17 - 6/30	V						
CHES	BRIDGE RD	SUFFOLK CL	CHURCHLAND BLVD		23,098	Wkdy average	V	23,146	Wkdy average	V	23,324	Wkdy average	V	23,548	Wkdy average	V	23,873	Wkdy average	V	23,678	Wkdy average	V
CHES	BRUCE RD	TAYLOR RD	TYRE NECK RD		12,671	7/16 - 7/17	V							11,965	6/22 - 6/23	V						
CHES	BUTTS STATION RD	KEMPSVILLE RD	ELBOW RD		11,942	8/12 - 8/13	V							14,235	6/14 - 6/16	V						
CHES	BUTTS STATION RD	ELBOW RD	CENTERVILLE TNPK		11,942	8/12 - 8/13	V							14,235	6/14 - 6/16	V						
CHES	CAMPOSTELLA RD	GREAT BRIDGE BLVD	MILITARY HWY		8,300	7/16 - 7/17	V							5,824	9/7 - 9/8	V						
CHES	CAMPOSTELLA RD	MILITARY HWY	BATTLEFIELD BLVD		16,219	7/16 - 7/17	V							15,641	6/22 - 6/23	V						
CHES	CAMPOSTELLA RD	BATTLEFIELD BLVD	PROVIDENCE RD		13,809	7/16 - 7/17	V							12,997	6/22 - 6/23	V						
CHES	CAMPOSTELLA RD	PROVIDENCE RD	ATLANTIC AVE		13,763	7/16 - 7/17	V							12,508	6/22 - 6/23	V						
CHES	CAMPOSTELLA RD	ATLANTIC AVE	NORFOLK CL/BERKELY AVE EXT		17,672	6/3 - 7/29	V							16,577	6/8 - 6/9	V						
CHES	CANAL DR	MILITARY HWY	GEORGE WASHINGTON HWY		14,647	8/13 - 8/14	V							14,259	4/26 - 4/28	V						
CHES	CAVALIER BLVD	MILITARY HWY	PORTSMOUTH CL		9,756	7/9 - 7/10	V							13,162	9/7 - 9/28	V						
CHES	CEDAR RD	SHIPYARD RD/MOSES GRANDY TR	SCENIC PKWY		6,001	5/13 - 5/14	V							6,791	7/26 - 7/27	V						
CHES	CEDAR RD	SCENIC PKWY	MOSES GRANDY TRAIL		4,565	5/13 - 5/14	V															
CHES	CEDAR RD	DOMINION BLVD	BELLS MILL RD (WEST)		26,081	5/14 - 5/15	V							26,598	4/20 - 4/21	V						
CHES	CEDAR RD	BELLS MILL RD (WEST)	BELLS MILL RD (EAST)		30,693	5/14 - 5/15	V							29,193	4/20 - 4/21	V						
CHES	CEDAR RD	BELLS MILL RD (EAST)	BRIARFIELD DR		26,723	6/11 - 6/12	V							24,905	4/20 - 4/21	V						
CHES	CEDAR RD	BRIARFIELD DR	BATTLEFIELD BLVD		26,723	6/11 - 6/12	V							24,905	4/20 - 4/21	V						
CHES	CENTERVILLE TNPK	BATTLEFIELD BLVD	ETHRIDGE MANOR BLVD		6,773	5/28 - 5/29	V							6,758	5/17 - 5/19	V						
CHES	CENTERVILLE TNPK	ETHRIDGE MANOR BLVD	MT PLEASANT RD		9,709	5/28 - 5/29	V															

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
CHES	CENTERVILLE TNPK	MT PLEASANT RD	BUTTS STATION RD		16,610	5/28 - 5/29	V							17,443	5/17 - 5/19	V						
CHES	CENTERVILLE TNPK	BUTTS STATION RD	ELBOW RD		9,516	0/28 - 10/3	V							10,530	5/17 - 5/19	V						
CHES	CENTERVILLE TNPK	ELBOW RD	S.E. PARKWAY CORRIDOR		7,536	0/28 - 10/3	V							8,114	5/17 - 5/19	V						
CHES	CENTERVILLE TNPK	S.E. PARKWAY CORRIDOR	VA BEACH CL		7,536	0/28 - 10/3	V							8,114	5/17 - 5/19	V						
CHES	CHURCHLAND BLVD	WESTERN BRANCH BLVD	TOWNE POINT RD		6,741	7/15 - 7/17	V							6,909	7/19 - 7/20	V						
CHES	CHURCHLAND BLVD	TOWNE POINT RD	PORTSMOUTH CL		13,649	9/3 - 9/4	V							12,398	7/26 - 7/27	V						
CHES	DOCK LANDING RD	JOLLIFF RD	I-664		5,455	7/22	V							6,069	6/15 - 6/16	V						
CHES	DOCK LANDING RD	I-664	EAGLE HILL DR		5,704	7/22	V							6,847	6/15 - 6/16	V						
CHES	DOCK LANDING RD	EAGLE HILL DR	PORTSMOUTH BLVD		5,666	7/22	V							7,053	6/15 - 6/16	V						
CHES	DOMINION BLVD	GEORGE WASHINGTON HWY	CEDAR RD		10,090	5/20 - 9/4	V							11,717	4/19 - 4/20	V						
CHES	DOMINION BLVD/STEEL BRIDGE	CEDAR RD	BAINBRIDGE BLVD		30,072	Wkdy average	V	30,480	Wkdy average	V	30,988	Wkdy average	V	30,671	Wkdy average	V	30,444	Wkdy average	V	27,356	Wkdy average	V
CHES	DOMINION BLVD	BAINBRIDGE BLVD	GREAT BRIDGE BLVD		26,409	5/20 - 5/22	V							27,977	4/19 - 4/20	V						
CHES	EDINBURGH PKWY/ST BRIDES RD	SIGN PINE RD	HILLCREST PKWY														5,481	10/17	C			
CHES	ELBOW RD	BUTTS STATION RD	CENTERVILLE TNPK											4,885	6/22 - 6/23	V						
CHES	ELBOW RD	CENTERVILLE TNPK	VA BEACH CL		7,453	4/30	C							8,903	6/22 - 6/23	V						
CHES	ETHERIDGE MANOR RD	HILLWELL RD	RIVER GATE RD		13,856	7/16 - 7/17	V							14,019	7/26 - 7/27	V						
CHES	ETHERIDGE MANOR RD	RIVER GATE RD	CENTERVILLE TPKE		13,856	7/16 - 7/17	V							14,019	7/26 - 7/27	V						
CHES	FENTRESS AIRFIELD RD	BLACKWATER RD	MOUNT PLEASANT RD		4,751	5/14 - 6/12	V															
CHES	FREEMAN AVE	I-464	BAINBRIDGE BLVD		8,679	5/20 - 5/21	V							9,738	5/17 - 5/19	V						
CHES	GEORGE WASHINGTON HWY	NORTH CAROLINA STATE LINE	DOMINION BLVD		11,685	Wkdy average	V	12,260	Wkdy average	V	12,524	Wkdy average	V	12,616	Wkdy average	V	12,540	Wkdy average	V	12,593	Wkdy average	V
CHES	GEORGE WASHINGTON HWY	DOMINION BLVD	GW HWY RELOCATED		4,363	5/20 - 5/22	V							4,349	5/3 - 5/4	V						
CHES	GEORGE WASHINGTON HWY	GW HWY RELOCATED	MOSES GRANDY TR @ HINTON AVE		4,363	5/20 - 5/22	V							4,349	5/3 - 5/4	V						
CHES	GW HWY (DEEP CREEK BRIDGE)	MOSES GRANDY TR @ HINTON AV	MILL CREEK PKWY		24,626	5/21 - 5/22	V							24,533	5/3 - 5/4	V						
CHES	GEORGE WASHINGTON HWY	MILL CREEK PKWY	WILLOWOOD DR		24,626	5/21 - 5/22	V							24,533	5/3 - 5/4	V						
CHES	GEORGE WASHINGTON HWY	WILLOWOOD DR	I-64		24,626	5/21 - 5/22	V							24,533	5/3 - 5/4	V						
CHES	GEORGE WASHINGTON HWY	I-64	MILITARY HWY		20,928	11/13	V							26,220	4/20 - 4/21	V						
CHES	GEORGE WASHINGTON HWY	MILITARY HWY	CANAL DR		14,292	5/20 - 5/22	V							15,056	4/19 - 4/20	V						
CHES	GEORGE WASHINGTON HWY	CANAL DR	PORTSMOUTH CL		26,248	5/21 - 5/22	V							26,037	4/20 - 4/21	V						
CHES	GREAT BRIDGE BLVD	BAINBRIDGE BLVD	CAMPOSTELLA RD		5,045	5/28 - 5/29	V							4,550	7/27 - 7/28	V						
CHES	GREAT BRIDGE BLVD	CAMPOSTELLA RD	I-64		10,722	5/28 - 5/29	V							10,435	5/11 - 5/12	V						
CHES	GREAT BRIDGE BLVD	I-64	DOMINION BLVD		12,915	5/28 - 5/29	V							13,098	6/7 - 6/8	V						
CHES	GREAT BRIDGE BLVD	DOMINION BLVD	RIVERWALK PKWY WEST		12,127	11/5 - 11/6	V							13,734	5/11 - 5/12	V						
CHES	GREAT BRIDGE BLVD	RIVERWALK PKWY WEST	BATTLEFIELD BLVD		12,127	11/5 - 11/6	V							13,734	5/11 - 5/12	V						
CHES	GREENBRIER PKWY	KEMPSVILLE RD	VOLVO PKWY		27,789	8/12 - 8/13	V							27,798	6/29 - 6/30	V						
CHES	GREENBRIER PKWY	VOLVO PKWY	EDEN WAY		43,745	8/13 - 8/14	V							42,332	6/29 - 7/27	V						
CHES	GREENBRIER PKWY	EDEN WAY	I-64		79,293	8/13 - 8/14	V							77,796	7/26	V						
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR		56,745	8/13 - 8/14	V							57,072	6/29 - 6/30	V						
CHES	GREENBRIER PKWY	WOODLAKE DR	MILITARY HWY		33,133	8/13 - 8/14	V							30,468	6/28 - 6/30	V						
CHES	HANBURY RD	JOHNSTOWN RD	BATTLEFIELD BLVD		8,390	7/8 - 7/9	V							8,987	6/28 - 6/30	V						
CHES	HANBURY RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY											14,380	7/26 - 7/27	V						
CHES	HANBURY RD	CHESAPEAKE EXPRESSWAY	HILLWELL RD											14,380	7/26 - 7/27	V						
CHES	HILLCREST PKWY	EDINBURGH PKWY	CHESAPEAKE EXPRESSWAY														9,209	10/17	C			
CHES	HILLCREST PKWY	CHESAPEAKE EXPRESSWAY	BATTLEFIELD BLVD											17,685	4/5 - 4/14	C						
CHES	INDIAN RIVER RD	NORFOLK CL	KEMP LANE		21,240	8/5	V							21,089	6/22 - 6/23	V						
CHES	INDIAN RIVER RD	KEMP LANE	VA BEACH CL		28,197	8/5	V							28,192	6/22 - 6/23	V						
CHES	JOHNSTOWN RD	BENEFIT RD	STONEGATE PKWY		3,417	7/8 - 7/9	V							3,410	7/12 - 7/13	V						
CHES	JOHNSTOWN RD	STONEGATE PKWY	HANBURY RD		3,417									3,410	7/12 - 7/13	V						
CHES	JOHNSTOWN RD	HANBURY RD	PARKER RD		3,417									3,410	7/12 - 7/13	V						
CHES	JOHNSTOWN RD	PARKER RD	BATTLEFIELD BLVD		3,417									3,410	7/12 - 7/13	V						
CHES	JOLLIFF RD	AIRLINE BLVD	DOCK LANDING RD		3,198	7/9 - 7/10	V							2,922	7/12 - 7/13	V						

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					WEEKDAY TRAFFIC VOLUMES																			
					2008			2009			2010			2011			2012			2013				
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
CHES	JOLLIFF RD	DOCK LANDING RD	PORTSMOUTH BLVD		3,201	7/29 - 7/30	V							3,550	7/12 - 7/13	V						
CHES	KEMPSVILLE RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY		26,963	11/5 - 11/6	V							30,155	5/11 - 5/12	V						
CHES	KEMPSVILLE RD	CHESAPEAKE EXPRESSWAY	GREENBRIER PKWY		30,508	12/2 - 12/3	V							31,063	5/11 - 5/12	V						
CHES	KEMPSVILLE RD	GREENBRIER PKWY	VOLVO PKWY		19,568	11/13	V							22,776	5/11 - 5/12	V						
CHES	KEMPSVILLE RD	VOLVO PKWY	VA BEACH CL		32,360	0/29 - 11/2	V															
CHES	LIBERTY ST	SCL NORFOLK	22ND ST		4,546	0/28 - 10/2	V							4,527	7/19 - 7/20	V						
CHES	LIBERTY ST	22ND ST	POINDEXTER RD		7,962	0/28 - 10/2	V							7,254	5/11 - 5/12	V						
CHES	LIBERTY ST	POINDEXTER RD	OLD ATLANTIC AVE		7,962	0/28 - 10/2	V							7,254	5/11 - 5/12	V						
CHES	LIBERTY ST	OLD ATLANTIC AVE	CAMPOSTELLA RD		5,124	0/28 - 10/2	V							4,757	5/11 - 5/12	V						
CHES	MILITARY HWY	AIRLINE BLVD	I-64											7,549	4/26 - 4/27	V						
CHES	MILITARY HWY	I-64	CAVALIER BLVD		18,904	5/6 - 5/7	V							15,859	4/26 - 4/28	V						
CHES	MILITARY HWY	CAVALIER BLVD	GEORGE WASHINGTON HWY		18,904	5/6 - 5/7	V							15,859	4/26 - 4/28	V						
CHES	MILITARY HWY	GEORGE WASHINGTON HWY	CANAL DR		19,724	5/7 - 5/21	V							15,001	4/27 - 4/28	V						
CHES	MILITARY HWY/GILMERTON BRIDC	CANAL DR	BAINBRIDGE BLVD		34,470	Wkdy average	V				25,444	6/30 - 12/31	V	23,867	Wkdy average	V	20,817	Wkdy average	V	18,780	Wkdy average	V
CHES	MILITARY HWY	BAINBRIDGE BLVD	I-464		32,039	5/20 - 6/12	V															
CHES	MILITARY HWY	I-464	CAMPOSTELLA RD		29,376	5/21 - 7/29	V							21,461	4/27 - 4/28	V						
CHES	MILITARY HWY	CAMPOSTELLA RD	BATTLEFIELD BLVD		29,602	5/6 - 5/7	V							23,128	4/27 - 4/28	V						
CHES	MILITARY HWY	BATTLEFIELD BLVD	ALLISON DR		31,269	5/6 - 5/7	V							24,553	4/27 - 4/28	V						
CHES	MILITARY HWY	ALLISON DR	GREENBRIER PKWY		31,809	5/7 - 5/8	V							24,951	4/27 - 4/28	V						
CHES	MILITARY HWY	GREENBRIER PKWY	VA BEACH CL		34,114	5/7 - 5/8	V							29,988	4/27 - 4/28	V						
CHES	MLK HWY (FORMER DOMINION B	GREAT BRIDGE BLVD	CHESAPEAKE EXPRESSWAY		40,526	7/29 - 7/30	V							40,343	5/24 - 5/26	V						
CHES	MOSES GRANDY TRAIL	GW HWY @ HINTON AVE	SHIPYARD/CEDAR RD/GW HWY RELOC											13,480	4/20 - 4/21	V						
CHES	MOSES GRANDY TRAIL	SHIPYARD RD/CEDAR RD	CEDAR RD											13,480	4/20 - 4/21	V						
CHES	MOSES GRANDY TRAIL	CEDAR RD	DOMINION BLVD											13,480	4/20 - 4/21	V						
CHES	MOUNT PLEASANT RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY		18,963	5/14 - 5/15	V							18,996	5/24 - 5/26	V						
CHES	MOUNT PLEASANT RD	CHESAPEAKE EXPRESSWAY	CENTERVILLE TNPK		19,230	5/14 - 5/15	V							16,850	4/20 - 4/21	V						
CHES	MOUNT PLEASANT RD	CENTERVILLE TNPK	FENTRESS AIRFIELD RD		11,066	5/14 - 5/15	V							9,145	4/20 - 4/21	V						
CHES	MOUNT PLEASANT RD	FENTRESS AIRFIELD RD	VA BEACH CL		11,182	5/14 - 5/15	V	12,257	7/15	C	10,619	8/23 - 10/24	C	8,155	3/23 - 3/29	C	10,155	Wkdy average	C	11,018	Wkdy average	C
CHES	OLD ATLANTIC AVE	ATLANTIC AVE	LIBERTY ST		5,518	0/28 - 10/2	V							4,460	7/19 - 7/20	V						
CHES	OLD BATTLEFIELD BLVD	BALLAHACK RD	BATTLEFIELD BLVD		810	7/8 - 7/9	V															
CHES	POINDEXTER ST (S NORFOLK JOR	PORTSMOUTH CL	I-464																	6933	6/5 - 6/6	V
CHES	POINDEXTER ST	I-464	BAINBRIDGE BLVD		12,456	0/28 - 10/2	V							10,856	5/11 - 5/12	V						
CHES	POINDEXTER ST	BAINBRIDGE BLVD	LIBERTY ST		8,866	9/3 - 9/4	V															
CHES	POPLAR HILL RD	WESTERN BRANCH BLVD	CHURCHLAND BLVD		14,690	7/15 - 9/4	V															
CHES	PORTSMOUTH BLVD	SUFFOLK CL	JOLLIFF RD		13,296	5/28 - 5/29	V							14,323	5/18 - 5/19	V						
CHES	PORTSMOUTH BLVD	JOLLIFF RD	I-664		18,533	5/28 - 5/29	V							21,765	5/18 - 5/19	V						
CHES	PORTSMOUTH BLVD	I-664	TAYLOR RD		24,109	5/28 - 5/29	V							23,359	5/10 - 5/12	V						
CHES	PORTSMOUTH BLVD	TAYLOR RD	DOCK LANDING RD		27,866	7/29 - 7/30	V							28,542	5/11 - 5/12	V						
CHES	PORTSMOUTH BLVD	DOCK LANDING RD	PORTSMOUTH CL		31,253	5/28 - 5/29	V							30,353	5/11 - 5/12	V						
CHES	PROVIDENCE RD	ATLANTIC AVE	CAMPOSTELLA RD														5,000		E			
CHES	PROVIDENCE RD	CAMPOSTELLA RD	VA BEACH CL		17,462	10/28	V							16,244	7/20 - 7/21	V						
CHES	PUGHSVILLE RD	SUFFOLK CL	I-664		9,837	9/3 - 9/4	V							9,750	7/26 - 7/27	V						
CHES	PUGHSVILLE RD	I-664	TAYLOR RD		22,467	7/15 - 7/17	V							21,990	7/26 - 7/27	V						
CHES	SIGN PINE RD	EDINBURGH PKWY	BENEFIT RD		2,404	7/8 - 7/9	V							2,901	6/21 - 6/23	V						
CHES	TAYLOR RD	PORTSMOUTH BLVD	ELIZABETH HARBOR RD		25,034	7/15	V							23,541	6/15 - 6/16	V						
CHES	TAYLOR RD	ELIZABETH HARBOR RD	BRUCE RD		25,034	7/15	V							23,541	6/15 - 6/16	V						
CHES	TAYLOR RD	BRUCE RD	PUGHSVILLE RD		23,918	9/3 - 9/4	V							24,617	6/15 - 6/16	V						
CHES	TAYLOR RD	PUGHSVILLE RD	WESTERN BRANCH BLVD		16,153	7/15 - 7/17	V							14,049	6/22 - 6/23	V						
CHES	TOWNE POINT RD	PORTSMOUTH CL	CHURCHLAND BLVD		24,669	7/15 - 7/17	V							21,615	7/26 - 7/27	V						
CHES	TYRE NECK RD	BRUCE RD	SILVERWOOD BLVD		10,755	7/16 - 7/17	V							9,790	7/19 - 7/20	V						

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
CHES	TYRE NECK RD	SILVERWOOD BLVD	PORTSMOUTH CL								11,172	11/3 - 11/4	V									
CHES	VOLVO PKWY	BATTLEFIELD BLVD	GREENBRIER PKWY		27,232	6/18 - 6/19	V							25,162	7/19 - 7/20	V						
CHES	VOLVO PKWY	GREENBRIER PKWY	EDEN WAY		23,461	0/28 - 10/3	V							24,953	7/19 - 7/20	V						
CHES	VOLVO PKWY	EDEN WAY	KEMPSVILLE RD		26,491	0/28 - 10/3	V							27,717	7/19 - 7/20	V						
CHES	VOLVO PKWY	KEMPSVILLE RD	VA BEACH CL																			
CHES	WESTERN BRANCH BLVD	CHURCHLAND BLVD	TAYLOR RD		18,639	0/28 - 10/2	V							20,544	4/20 - 4/21	V						
CHES	WESTERN BRANCH BLVD	TAYLOR RD	PORTSMOUTH CL																			
FR	ARMORY DR	ROUTE 58	BAILEY DR					12,311	2/3 - 2/4	V							13,755	2/22 - 2/23	V			
FR	ARMORY DR	BAILEY DR	COLLEGE DR					14,763	2/3 - 2/4	V							15,081	3/13 - 3/15	V			
FR	ARMORY DR	COLLEGE DR	GARDNER ST					7,199	2/3 - 2/4	V							7,088	2/22 - 2/23	V			
FR	ARMORY DR/SECOND AVE	GARDNER ST	HIGH ST					7,340	2/3 - 2/4	V							7,105	2/22 - 2/23	V			
FR	CLAY ST	SOUTHAMPTON CL	COLLEGE DR		3,213	Wkdy average	V	3,222	Wkdy average	V				3,158	Wkdy average	V	3,278	Wkdy average	V	3,276	Wkdy average	V
FR	CLAY ST	COLLEGE DR	HOMESTEAD RD					4,617	2/3 - 2/4	V							4,446	2/28 - 3/1	V			
FR	CLAY ST	HOMESTEAD RD	LEE ST					3,898	2/3 - 2/4	V							3,723	2/28 - 3/1	V			
FR	CLAY ST/FOURTH AVE	LEE ST	HIGH ST					2,577	2/3 - 2/4	V							2,438	2/28 - 2/29	V			
FR	COLLEGE DR	SOUTH ST	ARMORY DR					8,137	2/4 - 2/5	V							7,930	3/6 - 3/8	V			
FR	COLLEGE DR	ARMORY DR	CLAY ST					9,967	2/4 - 2/5	V							10,582	3/7 - 3/8	V			
FR	FAIRVIEW DR	HUNTERDALE RD	CRESENT DR					4,769	2/25 - 2/26	V							4,975	3/6 - 3/8	V			
FR	FAIRVIEW DR	CRESENT DR	HIGH ST					4,479	2/25 - 2/26	V							2,975	3/28 - 3/29	V			
FR	FOURTH AVE/MECHANIC ST	HIGH ST	SECOND AVE					1,734	2/3 - 2/4	V							1,576	2/29 - 3/1	V			
FR	HIGH ST	SOUTH ST	SECOND AVE					3,305	2/3 - 2/4	V							3,383	2/22 - 2/23	V			
FR	HIGH ST	SECOND AVE	FOURTH AVE					3,670	2/3 - 2/4	V							3,400	2/22 - 2/23	V			
FR	HIGH ST	FOURTH AVE	HOMESTEAD RD					3,870	2/3 - 2/4	V							3,517	2/29 - 3/1	V			
FR	HIGH ST	HOMESTEAD RD	FAIRVIEW DR					3,067	2/3 - 2/4	V							2,716	2/29 - 3/1	V			
FR	HUNTERDALE RD	CLAY ST	FAIRVIEW DR					9,289	2/4 - 2/5	V							9,278	3/6 - 3/8	V			
FR	MAIN ST	SOUTH ST	SECOND AVE					3,221	2/4 - 9/10	V	3,090	2/16 - 2/18	V				2,717	12/4 - 12/6	V			
FR	PRETLOW ST	ROUTE 58	MORTON ST					2,105	2/3 - 2/4	V							2,054	2/28 - 3/1	V			
FR	PRETLOW ST	MORTON ST	LAUREL ST					3,371	2/4 - 2/5	V							3,212	2/28 - 3/1	V			
FR	PRETLOW ST	LAUREL ST	SOUTH ST					3,490	2/3 - 2/4	V							3,250	2/28 - 3/1	V			
FR	SECOND AVE	HIGH ST	MAIN ST					5,915	2/3 - 2/4	V							5,670	2/22 - 2/23	V			
FR	SECOND AVE	MAIN ST	MECHANIC ST					5,890	2/4 - 2/5	V							6,089	2/29 - 3/1	V			
FR	SECOND AVE	MECHANIC ST	ISLE OF WIGHT CL														9,234	2/28 - 3/1	V			
FR	SOUTH ST	ROUTE 58	COLLEGE DR					6,199	2/25 - 2/26	V							5,492	3/28 - 3/29	V			
FR	SOUTH ST	COLLEGE DR	PRETLOW ST					8,726	2/4 - 2/5	V							8,758	2/29 - 3/1	V			
FR	SOUTH ST	PRETLOW ST	HIGH ST					6,248	2/4 - 2/5	V							6,090	2/29 - 3/1	V			
FR	SOUTH ST	HIGH ST	MAIN ST					3,708	2/25 - 2/26	V							3,364	2/29 - 3/1	V			
GLO	BELROI RD	HICKORY FORK RD	ROUTE 17					4,941	2/18 - 2/19	V							4,633	6/19 - 6/20	V			
GLO	GUINEA RD	ROUTE 17	MARYUS RD					8,509	2/18 - 2/19	V							8,429	7/24 - 7/26	V			
GLO	HICKORY FORK RD	ROUTE 17	BELROI RD					5,760	2/18 - 2/19	V							5,826	7/24 - 7/26	V			
GLO	ROUTE 3/14	RTE 17 BUS	COW CREEK					17,551	2/10 - 2/12	V							18,092	6/19 - 6/20	V			
GLO	ROUTE 3/14	COW CREEK	MATHEWS CL					12,811	2/25 - 2/26	V							12,987	7/24 - 7/25	V			
GLO	ROUTE 14	KING AND QUEEN CL	ROUTE 17					3,955	2/10 - 2/11	V							4,309	7/24 - 7/25	V			
GLO	ROUTE 17 (COLEMAN BRIDGE)	YORK CL	RTE 216 (GUINEA RD)		34,484	Wkdy average	V	34,208	Wkdy average	V	34,051	Wkdy average	V	33,659	Wkdy average	V	33,523	Wkdy average	V	33,385	Wkdy average	V
GLO	ROUTE 17	RTE 216 (GUINEA RD)	RTE 614 (HICKORY FORK RD)					36,528	2/11 - 2/12	V							36,654	6/12 - 6/13	V			
GLO	ROUTE 17	RTE 614 (HICKORY FORK RD)	RTE 17 BUS S (MAIN ST)					30,100	2/11 - 2/12	V							30,279	6/12 - 6/13	V			
GLO	ROUTE 17	RTE 17 BUS S (MAIN ST)	RTE 17 BUS N (MAIN ST)					19,916	2/11 - 2/12	V							20,692	6/12 - 6/14	V			
GLO	ROUTE 17	RTE 17 BUS N (MAIN ST)	RTE 606 (ARK RD)					16,238	2/10 - 2/12	V							16,978	6/13 - 6/14	V			
GLO	ROUTE 17	RTE 606 (ARK RD)	ROUTE 14					12,380	2/11 - 2/12	V							12,970	6/13 - 6/14	V			
GLO	ROUTE 17	ROUTE 14	ROUTES 33/198					6,642	2/11 - 2/12	V							7,108	6/19 - 6/20	V			
GLO	ROUTE 17	ROUTES 33/198	MIDDLESEX CL					12,024	2/11 - 2/12	V							13,596	6/19 - 6/20	V			

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
GLO	ROUTE 33	KING AND QUEEN CL	ROUTE 17					6,462	2/18 - 2/19	V							7,957	9/12 - 9/13	V			
GLO	ROUTE 198	ROUTE 17	RTE 601 (PAMPA RD)					1,803	2/18 - 2/19	V							2,285	6/6 - 6/7	V			
GLO	ROUTE 198	RTE 601 (PAMPA RD)	RTE 606 (HARCUM RD)					1,933	2/18 - 2/19	V							2,468	6/6 - 6/7	V			
GLO	ROUTE 198	RTE 606 (HARCUM RD)	MATHEWS CL					2,192	2/18 - 2/19	V							2,483	6/6 - 6/7	V			
GLO	MAIN ST (BUS RTE 17)	RTE 17 (SOUTH INTERSECTION)	RTE 3/14E					21,761	2/11 - 2/12	V							22,174	6/12 - 6/14	V			
HAM	ABERDEEN RD	NEWPORT NEWS CL	PEMBROKE AVE		12,477	5/15	C				10,809	1/14	C				11,968	9/20	C	11,685	4/2 - 4/3	V
HAM	ABERDEEN RD	PEMBROKE AVE	I-664														23,000		E	11,685	4/2 - 4/3	V
HAM	ABERDEEN RD	I-664	BRIARFIELD RD					19,330	12/1	C				21,822	3/1	C				20,175	4/2 - 4/3	V
HAM	ABERDEEN RD	BRIARFIELD RD	MERCURY BLVD					16,900	12/3	C				16,156	10/6	C				15,179	4/3 - 4/4	V
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA		12,845	4/17	C				11,955	1/28	C				11,383	10/18	C	10,590	4/3 - 4/4	V
HAM	ARMISTEAD AVE	COMMANDER SHEPPARD BLVD	HRC PARKWAY					26,121	4/9	C				24,285	2/8	C				24,797	4/9 - 4/10	V
HAM	ARMISTEAD AVE	HRC PARKWAY	MERCURY BLVD		27,218	Wkdy average	V	27,246	Wkdy average	V	26,604	Wkdy average	V	25,746	Wkdy average	V	25,986	Wkdy average	V	25,905	Wkdy average	V
HAM	ARMISTEAD AVE	MERCURY BLVD	PINE CHAPEL RD								19,950	4/20 - 4/21	V							18,999	3/6 - 3/7	V
HAM	ARMISTEAD AVE	PINE CHAPEL RD	LASALLE AVE					20,055	4/14	C				19,528	1/25	C				20,788	3/20 - 3/21	V
HAM	ARMISTEAD AVE	LASALLE AVE	RIP RAP RD											16,091	1/25	C				14,526	3/6 - 3/7	V
HAM	ARMISTEAD AVE	RIP RAP RD	PEMBROKE AVE					14,303	4/14	C				16,396	1/25	C				12,014	3/6 - 3/7	V
HAM	ARMISTEAD AVE	PEMBROKE AVE	SETTLERS LANDING RD					13,518	4/14	C				13,021	3/22	C				11,605	3/6 - 3/7	V
HAM	BIG BETHEL RD	TODDS LANE	HRC PKWY					26,810	1/29	C				28,999	3/15	C				25,341	5/14	C
HAM	BIG BETHEL RD	HRC PKWY	THOMAS NELSON DR								26,400	3/23 - 3/24	V							23,455	3/26 - 3/27	V
HAM	BIG BETHEL RD	THOMAS NELSON DR	SAUNDERS RD					17,173	1/29	C				19,173	3/22	C				17,788	5/14	C
HAM	BIG BETHEL RD	SAUNDERS RD	SEMPLE FARM RD					13,337	1/29	C				14,322	3/22	C				13,308	5/14	C
HAM	BIG BETHEL RD	SEMPLE FARM RD	YORK CL								11,039	3/23 - 3/24	V							10,632	3/27 - 3/28	V
HAM	BRIARFIELD RD	NEWPORT NEWS CL	ABERDEEN RD		11,183	8/19	C				10,512	1/14	C				9,637	10/16	C	10,858	4/3 - 4/4	V
HAM	BRIARFIELD RD	ABERDEEN RD	POWER PLANT PKWY					12,795	4/2	C				10,550	9/22	C				11,462	4/3 - 4/4	V
HAM	CHESTNUT AVE	NEWPORT NEWS CL	MERCURY BLVD		8,103	avg	C	7,945		C										4,913	4/2 - 4/3	V
HAM	COMMANDER SHEPPARD BLVD	BIG BETHEL RD	NORTH CAMPUS PKWY																	4,054	2/2014	C
HAM	COMMANDER SHEPPARD BLVD	NORTH CAMPUS PKWY	MAGRUDER BLVD																	4,054	2/2014	C
HAM	COMMANDER SHEPPARD BLVD	MAGRUDER BLVD	ARMISTEAD AVE											5,833	3/8	C				8,139	3/13 - 3/14	V
HAM	COMMANDER SHEPPARD BLVD	ARMISTEAD AVE	NASA MAIN GATE					19,757	4/9	C				18,362	3/24	C				17,615	3/13 - 3/14	V
HAM	COMMANDER SHEPPARD BLVD	NASA MAIN GATE	WYTHE CREEK RD					17,652	4/9	C				18,108	3/24	C				16,629	3/13 - 3/14	V
HAM	COMMANDER SHEPPARD BLVD	WYTHE CREEK RD	MAGRUDER BLVD		22,567	4/15	C				22,511	11/17	C				23,264	1/19	C	22,477	4/9 - 4/10	V
HAM	COLISEUM DR	CONVENTION CENTER BLVD	PINE CHAPEL RD					1,865	2/19-2/26	C										1,100		E
HAM	COLISEUM DR	PINE CHAPEL RD	MERCURY BLVD		7,387	8/12	C				6,930	4/13	C				7,311	5/15	C	9,554	4/24 - 4/25	V
HAM	COLISEUM DR	MERCURY BLVD	MARCELLA DR		21,006	8/7	C				19,759	1/21	C				21,830	5/17	C			
HAM	COLISEUM DR	MARCELLA DR	HRC PARKWAY		15,322	8/5	C				14,025	4/13	C				19,336	5/17	C			
HAM	CONVENTION CENTER BLVD	COLISEUM DR	ARMISTEAD AVE					1,320	2/19-2/26	C										1,100		E
HAM	COUNTY ST	WOODLAND RD	MALLORY ST		4,855	12/2	C				3,928	10/26	C				3,529	4/10	C	3,387	3/12 - 3/13	V
HAM	CUNNINGHAM DR	TODDS LA	COLISEUM DR					20,032	11/19	C				17,545	9/22	C				19,507	5/16	C
HAM	CUNNINGHAM DR	COLISEUM DR	MERCURY BLVD					12,048	11/19	C				11,704	9/29	C				11,213	3/13 - 3/14	V
HAM	FOX HILL RD	OLD BUCKROE RD	WOODLAND RD					22,674	12/17	C				26,665	10/25	C				13,707	3/20 - 3/21	V
HAM	FOX HILL RD	WOODLAND RD	MERCURY BLVD					26,997	12/17	C				26,005	10/4	C				26,797	3/20 - 3/21	V
HAM	HARRIS CREEK RD	FOX HILL RD	LITTLE BACK RIVER RD		3,175	11/20	C				3,008	1/12	C				2,949	1/12	C	3,462	4/16 - 4/17	V
HAM	HRC PARKWAY	NEWPORT NEWS CL	BIG BETHEL RD		23,018	Wkdy average	V	23,568	Wkdy average	V	23,642	Wkdy average	V	23,297	Wkdy average	V	23,469	Wkdy average	V	23,961	Wkdy average	V
HAM	HRC PARKWAY	BIG BETHEL RD	I-64					45,345	12/17	C				41,225	10/18	C				46,686	3/27 - 3/28	V
HAM	HRC PARKWAY	I-64	MAGRUDER BLVD					44,416	12/16	C	43,643	4/27 - 6/17	V	40,401	10/18	C				42,726	3/27 - 3/28	V
HAM	HRC PARKWAY	MAGRUDER BLVD	COLISEUM DR					34,704	12/16	C				32,200	10/25	C				33,109	3/27 - 3/28	V
HAM	HRC PARKWAY	COLISEUM DR	ARMISTEAD AVE					26,595	12/22	C				26,276	10/18	C				27,487	3/27 - 3/28	V
HAM	KECOUGHTAN RD	NEWPORT NEWS CL	POWHATAN PKWY					6,569	11/10	C				8,347	3/3	C				4,929	3/5 - 3/6	V
HAM	KECOUGHTAN RD	POWHATAN PKWY	LASALLE AVE								6,584	4/21 - 4/22	V							6,218	3/5 - 3/6	V
HAM	KECOUGHTAN RD	LASALLE AVE	VICTORIA BLVD					6,765	11/10	C				7,463	3/3	C				6,775	4/30	C

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
HAM	KECOUGHTAN RD	VICTORIA BLVD	SETTLERS LANDING RD		11,266	7/31	C				11,517	4/22	C				11,556	10/18	C	10,149	3/5 - 3/6	V
HAM	KING ST	PEMBROKE AVE	I-64 OVERPASS								8,389	4/7 - 4/29	V							7,863	3/26 - 3/28	V
HAM	KING ST	I-64 OVERPASS	RIP RAP RD								8,389	4/7 - 4/29	V							7,863	3/26 - 3/28	V
HAM	KING ST	RIP RAP RD	MERCURY BLVD					18,102	6/9	C				17,143	4/12	C				18,053	3/26 - 3/28	V
HAM	KING ST	MERCURY BLVD	OLD FOX HILL RD								25,870	4/27 - 4/28	V									
HAM	KING ST	OLD FOX HILL RD	LITTLE BACK RIVER RD					23,924	5/7	C				22,226	3/22	C						
HAM	KING ST	LITTLE BACK RIVER RD	LAMINGTON RD					6,921	5/7	C				6,151	3/15	C				7,785	8/20 - 8/21	V
HAM	KING ST	LAMINGTON RD	OLD BUCKINGHAM RD					6,921	5/7	C				6,151	3/15	C				7,785	8/20 - 8/21	V
HAM	KING ST	OLD BUCKINGHAM RD	LANGLEY AFB					6,921	5/7	C				6,151	3/15	C				7,785	8/20 - 8/21	V
HAM	LASALLE AVE	KECOUGHTAN RD	VICTORIA BLVD					5,245	2/24	C				5,584	1/25	C				5,340	3/27 - 3/28	V
HAM	LASALLE AVE	VICTORIA BLVD	SETTLERS LANDING RD					13,287	2/24	C				12,869	1/25	C				13,690	3/27 - 3/28	V
HAM	LASALLE AVE	SETTLERS LANDING RD	PEMBROKE AVE								17,268	5/4 - 5/5	V							15,620	3/27 - 3/28	V
HAM	LASALLE AVE	PEMBROKE AVE	ARMISTEAD AVE					18,168	12/22	C				17,556	10/25	C				20,068	4/3 - 4/4	V
HAM	LASALLE AVE	ARMISTEAD AVE	MERCURY BLVD					14,252	2/24	C				13,256	1/25	C				12,317	8/20 - 8/21	V
HAM	LASALLE AVE	MERCURY BLVD	LANGLEY GATE					13,387	2/24	C				11,975	1/25	C				9,607	8/20 - 8/21	V
HAM	LITTLE BACK RIVER RD	KING ST	ROCKWELL RD					12,365	1/13	C				12,585	4/12	C				12,314	5/23	C
HAM	LITTLE BACK RIVER RD	ROCKWELL RD	HARRIS CREEK RD					6,551	1/13	C				6,719	4/12	C				6,404	5/23	C
HAM	MAGRUDER BLVD	YORK CL	SEMPLE FARM RD					21,794	1/27	C				23,891	2/8	C				23,739	3/20 - 3/21	V
HAM	MAGRUDER BLVD	SEMPLE FARM RD	COMM SHEPPARD BLVD (SOUTH)		31,984	4/10	C				28,605	10/21	C				28,695	10/16	C	26,073	3/20 - 3/21	V
HAM	MAGRUDER BLVD	COMM SHEPPARD BLVD (SOUTH)	HRC PARKWAY					37,994	1/27	C				39,959	10/18	C				29,854	3/6 - 3/7	V
HAM	MAGRUDER BLVD	HRC PARKWAY	I-64		32,312	4/15	C				31,147	10/21	C				29,916	10/16	C	33,191	1/20 - 11/2	V
HAM	MALLORY ST	I-64	COUNTY ST								12,787	3/24 - 3/25	V							10,952	4/10 - 4/11	V
HAM	MALLORY ST	COUNTY ST	MERCURY BLVD								9,094	3/10 - 3/11	V	9,196	4/19	C				9,049	3/20 - 3/21	V
HAM	MALLORY ST	MERCURY BLVD	PEMBROKE AVE					5,843	1/13	C				6,810	4/19	C				6,103	4/2	C
HAM	MELLEN ST	MERCURY BLVD	MALLORY ST					4,587	1/13	C				4,844	4/19	C				2,341	3/17	C
HAM	MERCURY BLVD	NEWPORT NEWS CL	BIG BETHEL RD		50,855	Wkdy average	V	51,786	Wkdy average	V				50,337	Wkdy average	V	50,028	Wkdy average	V	48,479	Wkdy average	V
HAM	MERCURY BLVD	BIG BETHEL RD	ABERDEEN RD					50,124	12/8	C				49,887	10/4	C				49,808	3/20 - 3/21	V
HAM	MERCURY BLVD	ABERDEEN RD	POWER PLANT PKWY																	56,129	3/20 - 3/21	V
HAM	MERCURY BLVD	POWER PLANT PKWY	I-64					62,071	11/24	C				61,155	10/4	C				66,454	3/20 - 5/8	V
HAM	MERCURY BLVD	I-64	COLISEUM DR					55,452	11/24	C				54,964	10/6	C				60,068	5/7 - 5/8	V
HAM	MERCURY BLVD	COLISEUM DR	CUNNINGHAM DR					45,396	11/24	C				47,610	10/4	C				44,567	5/8 - 5/9	V
HAM	MERCURY BLVD	CUNNINGHAM DR	ARMISTEAD AVE					54,209	12/1	C				51,481	10/5	C				51,397	5/7 - 5/8	V
HAM	MERCURY BLVD	ARMISTEAD AVE	LASALLE AVE					54,611	12/1	C				51,378	10/25	C				51,254	3/20 - 3/21	V
HAM	MERCURY BLVD	LASALLE AVE	KING ST					57,242	12/1	C				55,653	10/6	C				59,349	3/20 - 3/21	V
HAM	MERCURY BLVD	KING ST	FOX HILL RD					57,242	12/1	C				55,653	10/6	C				28,517	3/19 - 3/20	V
HAM	MERCURY BLVD	FOX HILL RD	ANDREWS BLVD					29,743	12/1	C				28,112	10/25	C				28,517	3/19 - 3/20	V
HAM	MERCURY BLVD	ANDREWS BLVD	PEMBROKE AVE								20,032	4/28 - 4/29	V							17,745	3/19 - 3/20	V
HAM	MERCURY BLVD	PEMBROKE AVE	WOODLAND RD					8,563	1/6	C				6,462	10/18	C				10,280	4/23 - 4/25	V
HAM	MERCURY BLVD	WOODLAND RD	MALLORY ST					8,563	1/6	C				6,462	10/18	C				10,280	4/23 - 4/25	V
HAM	MERCURY BLVD	MALLORY ST	MELLEN ST/INGALLS RD					4,488	1/6	C				916	10/18	C				1,727	3/20 - 3/21	V
HAM	OLD BUCKROE RD	PEMBROKE AVE	FOX HILL RD					6,231	1/8	C				6,278	4/12	C				5,909	3/20 - 3/21	V
HAM	PEMBROKE AVE	NEWPORT NEWS CL	ABERDEEN RD								7,425	8/24 - 8/26	V							8,173	9/24 - 9/25	V
HAM	PEMBROKE AVE	ABERDEEN RD	POWHATAN PKWY					10,456	3/10	C				10,697	2/15	C				9,664	5/16	C
HAM	PEMBROKE AVE	POWHATAN PKWY	SETTLERS LANDING RD					12,600	3/10	C				11,377	2/15	C				12,771	5/16	C
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LASALLE AVE					12,224	3/10	C				11,380	2/17	C				12,395	5/16	C
HAM	PEMBROKE AVE	LASALLE AVE	ARMISTEAD AVE					10,168	3/10	C				9,049	2/15	C				9,155	5/22 - 5/23	V
HAM	PEMBROKE AVE	ARMISTEAD AVE	KING ST					8,925	3/24	C				9,398	4/19	C				9,917	4/23 - 4/25	V
HAM	PEMBROKE AVE	KING ST	EATON ST					8,925	3/24	C				9,398	4/19	C				9,917	4/23 - 4/25	V
HAM	PEMBROKE AVE	EATON ST	BARRON ST					8,925	3/24	C				9,398	4/19	C				9,917	4/23 - 4/25	V
HAM	PEMBROKE AVE	BARRON ST	MERCURY BLVD					8,925	3/24	C				9,398	4/19	C				9,917	4/23 - 4/25	V

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
HAM	PEMBROKE AVE	MERCURY BLVD	WOODLAND RD					11,488	3/24	C				13,133	4/19	C				12,546	4/23 - 4/25	V
HAM	PEMBROKE AVE	WOODLAND RD	OLD BUCKROE RD					13,081	3/24	C				15,710	4/19	C				13,484	4/23 - 4/25	V
HAM	PEMBROKE AVE	OLD BUCKROE RD	MALLORY ST					2,497	3/24	C				3,031	3/8	C						
HAM	POWER PLANT PKWY	I-664	BRIARFIELD RD		14,920	5/19	C				13,263	11/2	C				13,780	3/8	C	13,871	4/24 - 4/25	V
HAM	POWER PLANT PKWY	BRIARFIELD RD	PINE CHAPEL RD					22,408	4/2	C				21,302	9/29	C				21,804	3/27 - 3/28	V
HAM	POWER PLANT PKWY	PINE CHAPEL RD	MERCURY BLVD					15,918	11/24	C				17,234	3/1	C				15,926	3/27 - 3/28	V
HAM	POWHATAN PKWY	KECOUGHTAN RD	PEMBROKE AVE								10,310	3/24 - 3/25	C	8,460	2/17	C				10,191	4/24 - 4/25	V
HAM	POWHATAN PKWY	PEMBROKE AVE	I-664		23,392	7/31	C				20,748	11/2	C				20,520	10/11	C	24,479	4/24 - 4/25	V
HAM	QUEEN ST	BRIARFIELD RD	MICHIGAN DR					11,606	3/31	C				10,643	10/4	C				10,835	3/27 - 3/28	V
HAM	QUEEN ST	MICHIGAN DR	PEMBROKE AVE					11,606	3/31	C				10,643	10/4	C				10,348	3/27 - 3/28	V
HAM	RIP RAP RD	ARMISTEAD AVE	I-64								8,557	6/9 - 6/10	V							8,606	4/9 - 4/10	V
HAM	RIP RAP RD	I-64	KING ST								12,914	5/12 - 5/13	V	12,481	4/19	C				13,327	4/9 - 4/10	V
HAM	ROANOKE AVE	NEWPORT NEWS CL	MERCURY BLVD		4,417	avg	C	4,320		C										4,376	4/2 - 4/3	V
HAM	SAUNDERS RD	NEWPORT NEWS CL	BIG BETHEL RD					10,479	12/22	C				9,613	3/22	C				9,925	5/16	C
HAM	SETTLERS LANDING RD	PEMBROKE AVE	LASALLE AVE		10,724	8/19	C				8,752	11/17	C				9,932	10/25	C			
HAM	SETTLERS LANDING RD	LASALLE AVE	KECOUGHTAN RD																	10,000		E
HAM	SETTLERS LANDING RD	KECOUGHTAN RD	ARMISTEAD AVE					16,434	12/7	C				14,781	3/15	C				14,215	3/5 - 3/6	V
HAM	SETTLERS LANDING RD	ARMISTEAD AVE	EATON ST					14,656	12/1	C				13,051	3/15	C				11,837	5/21	C
HAM	SETTLERS LANDING RD	EATON ST	TYLER ST					18,285	1/22	C				15,887	3/15	C				13,990	5/21	C
HAM	SETTLERS LANDING RD	TYLER ST	I-64																	18,000		E
HAM	TODDS LA	NEWPORT NEWS CL	BIG BETHEL RD					17,063	12/10	C				17,339	10/6	C				20,466	4/9 - 4/10	V
HAM	TODDS LA	BIG BETHEL RD	ABERDEEN RD								18,041	8/24 - 8/26	V							15,412	3/12 - 3/13	V
HAM	TODDS LA	ABERDEEN RD	CUNNINGHAM DR								21,978	1/16 - 11/1	V							23,367	4/9 - 4/10	V
HAM	TODDS LA	CUNNINGHAM DR	MERCURY BLVD					14,800	12/8	C				15,256	6/7	C						
HAM	WOODLAND RD	I-64	COUNTY ST					24,063	1/22	C				26,615	3/15	C						
HAM	WOODLAND RD	COUNTY ST	MERCURY BLVD					18,132	1/22	C				17,869	2/8	C				19,756	4/10 - 4/25	V
HAM	WOODLAND RD	MERCURY BLVD	PEMBROKE AVE								13,520	4/7 - 4/8	V							14,199	4/10 - 4/11	V
HAM	WOODLAND RD	PEMBROKE AVE	FOX HILL RD					10,845	6/11	C				9,669	9/22	C				9,227	4/10 - 4/11	V
HAM	WYTHE CREEK RD	COMMANDER SHEPPARD BLVD	POQUOSON CL		17,880	4/17	C				16,688	4/8	C				15,779	1/19	C	16,581	3/13 - 3/14	V
IW	BATTERY PARK RD	S CHURCH ST	NIKE PARK RD		11,003	2/27 - 6/12	V							9,536	2/9 - 2/10	V						
IW	BATTERY PARK RD	NIKE PARK RD	COUNTRY WAY		4,106	3/12 - 3/13	V							3,795	2/9 - 2/10	V						
IW	BENNS CHURCH BLVD	SUFFOLK CL	RIDDICK RD		10,894	11/13	V							11,182	2/15 - 2/16	V						
IW	BENNS CHURCH BLVD	RIDDICK RD	ROUTE 10 & 32 (BREWERS NECK BLVD)		10,894	11/13	V							11,182	2/15 - 2/16	V						
IW	BENNS CHURCH BLVD	ROUTE 10 & 32 (BREWERS NECK BL	ECL SMITHFIELD (RTE 644)		24,481	11/13	V							24,822	2/15 - 2/16	V						
IW	BENNS CHURCH BLVD	ECL SMITHFIELD (RTE 644)	CHURCH ST S		28,868	0/29 - 10/3	V							28,016	2/16 - 2/17	V						
IW	BREWERS NECK BLVD	ROUTE 10 & 32 (BENN'S CHURCH)	RTE 670		24,573	3/13 - 6/12	V							24,015	2/15 - 2/16	V						
IW	BREWERS NECK BLVD	RTE 670	ROUTE 17		24,573	3/13 - 6/12	V							24,015	2/15 - 2/16	V						
IW	BUCKHORN DR	SUFFOLK CL	SUNSET DR (RTE 609)		538	3/4 - 3/6	V							472	2/1 - 2/2	V						
IW	BUCKHORN DR	SUNSET DR (RTE 609)	SCL WINDSOR		556	3/4 - 3/6	V							522	2/1 - 2/2	V						
IW	BUS ROUTE 10	NCL SMITHFIELD	JENKINS LANE		4,621	3/11 - 3/13	V							5,696	2/9 - 2/10	V						
IW	BUS ROUTE 10	JENKINS LANE	RT 10 BYPASS		1,816	3/11 - 3/13	V							1,440	2/9 - 2/10	V						
IW	BUS RTE 58/BUS RTE 258	FRANKLIN CL	JAMESTOWN LN (RTE 691)		8,358	3/5 - 3/6	V							6,785	2/1 - 2/2	V						
IW	BUS RTE 58/BUS RTE 258	JAMESTOWN LN (RTE 691)	ROUTE 258		8,358	3/5 - 3/6	V							6,785	2/1 - 2/2	V						
IW	BUS ROUTE 58	ROUTE 258	SUFFOLK CL		3,035	3/5 - 3/6	V							2,803	2/1 - 2/2	V						
IW	CARROLLTON BLVD	SUFFOLK CL	WEST END CHUCKATUCK BRIDGE		15,213	3/12 - 3/13	V							15,139	2/16 - 2/17	V						
IW	CARROLLTON BLVD	WEST END CHUCKATUCK BRIDGE	ROUTE 258		15,213	3/12 - 3/13	V							15,139	2/16 - 2/17	V						
IW	CARROLLTON BLVD	ROUTE 258	SMITH'S NECK RD		29,539	Wkdy average	V	29,790	Wkdy average	V	29,682	Wkdy average	V	29,792	Wkdy average	V	29,565	Wkdy average	V	31,093	Wkdy average	V
IW	CARROLLTON BLVD/JAMES RIVER	SMITH'S NECK RD	NEWPORT NEWS CL		29,539	Wkdy average	V	29,790	Wkdy average	V	29,682	Wkdy average	V	29,792	Wkdy average	V	29,565	Wkdy average	V	31,093	Wkdy average	V
IW	CHURCH ST S	RTE 10 BYPASS	BATTERY PARK RD		15,705	3/5 - 3/6	V							14,191	2/16 - 2/17	V						
IW	CHURCH ST S	BATTERY PARK RD	CYPRESS CREEK BRIDGE		14,240	4/1 - 4/2	V							10,771	2/16 - 3/17	V						

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
IW	CHURCH ST S	CYPRESS CREEK BRIDGE	MAIN ST		14,310	3/5 - 3/6	V															
IW	CHURCH ST N	MAIN ST	SMITHFIELD CL		8,375	3/12 - 3/13	V							6,501	2/9 - 3/17	V						
IW	COURT ST	SCL WINDSOR/BUCKHORN DR	ROUTE 460		876	3/4 - 3/6	V							798	2/2 - 2/3	V						
IW	MAIN ST	ROUTE 10 BYPASS	CHURCH ST		4,972	3/5 - 3/6	V							4,146	2/16 - 2/17	V						
IW	NIKE PARK RD	BATTERY PARK RD	TITUS CREEK DR		9,492	3/4 - 3/5	V							8,899	2/9 - 2/10	V						
IW	RESCUE RD	NEWPORT ST (RTE 1002)	SMITH'S NECK RD		966	3/4 - 3/5	V							929	2/8 - 2/9	V						
IW	ROUTE 10 (OLD STAGE HWY)	BUS RTE 10	IW/SURRY CL		7,244	3/11 - 3/13	V							7,033	2/16 - 2/17	V						
IW	ROUTE 10 BYPASS	CHURCH ST S	FAIRWAY DR		17,861	3/12 - 3/13	V							19,239	2/16 - 2/17	V						
IW	ROUTE 10 BYPASS	FAIRWAY DR	MAIN ST		17,861	3/12 - 3/13	V							19,239	2/16 - 2/17	V						
IW	ROUTE 10 BYPASS	MAIN ST	NCL SMITHFIELD		10,707	3/11 - 3/13	V							9,757	2/16 - 2/17	V						
IW	ROUTE 10 BYPASS	NCL SMITHFIELD	BUS RTE 10		7,152	3/11 - 3/13	V							7,532	3/15 - 3/17	V						
IW	ROUTE 258	SUFFOLK CL	UNION CAMP DR (RTE 656)		3,748	3/5 - 3/6	V							1,457	2/1 - 2/2	V						
IW	ROUTE 258	UNION CAMP DR (RTE 656)	CARRSVILLE HWY (BUS RTE 58)		1,047	3/5 - 3/6	V							659	2/23 - 2/24	V						
IW	ROUTE 258	CARRSVILLE HWY (BUS RTE 58)	BURDETTE RD (W RTE 619)		3,935	3/11 - 3/13	V							3,074	2/2 - 2/3	V						
IW	ROUTE 258	BURDETTE RD (W RTE 619)	RIVER RUN TRAIL (W RTE 614)		3,935	3/11 - 3/13	V							3,074	2/2 - 2/3	V						
IW	ROUTE 258	RIVER RUN TRAIL (W RTE 614)	BLACKWATER RD (RTE 603)		5,460	3/11 - 3/13	V							5,174	2/23 - 2/24	V						
IW	ROUTE 258	BLACKWATER RD (RTE 603)	WCL WINDSOR		5,359	3/11 - 3/13	V							4,814	2/2 - 2/3	V						
IW	ROUTE 258	WCL WINDSOR	ROUTE 460		5,359	3/11 - 3/13	V							4,814	2/2 - 2/3	V						
IW	ROUTE 258	ROUTE 460	ECL WINDSOR		5,980	3/11 - 3/13	V							5,371	2/2 - 2/3	V						
IW	ROUTE 258	ECL WINDSOR	COURT ST NORTH (RTE 610)		5,980	3/11 - 3/13	V							5,371	2/2 - 2/3	V						
IW	ROUTE 258	COURT ST NORTH (RTE 610)	IRON MINE SPRINGS RD (RTE 605)		4,844	3/11 - 3/13	V							4,420	2/2 - 2/3	V						
IW	ROUTE 258	IRON MINE SPRINGS RD (RTE 605)	CENTRAL HILL RD (W RTE 637)		4,844	3/11 - 3/13	V							4,420	2/2 - 2/3	V						
IW	ROUTE 258	CENTRAL HILL RD (W RTE 637)	SCOTTS FACTORY RD (RTE 620)		5,472	3/5 - 3/6	V							5,106	2/2 - 2/3	V						
IW	ROUTE 258	SCOTTS FACTORY RD (RTE 620)	WCL SMITHFIELD		5,472	3/5 - 3/6	V							9,428	2/2 - 2/3	V						
IW	ROUTE 258/N MAIN ST	WCL SMITHFIELD	RTE 10 BYPASS		13,737	12/3 - 12/4	V							12,800	2/2 - 2/3	V						
IW	ROUTE 460	SOUTHAMPTON CL	FIRETOWER RD (RTE 644)		9,697	4/2 - 4/3	V							9,861	2/23 - 3/17	V						
IW	ROUTE 460	FIRETOWER RD (RTE 644)	WCL WINDSOR		9,697	4/2 - 4/3	V							9,861	2/23 - 3/17	V						
IW	ROUTE 460	WCL WINDSOR	ROUTE 258		9,697	4/2 - 4/3	V							9,861	2/23 - 3/17	V						
IW	ROUTE 460	ROUTE 258	COURT ST (RTE 610)		13,942	3/10 - 3/13	V							14,054	2/23 - 2/24	V						
IW	ROUTE 460	COURT ST (RTE 610)	ECL WINDSOR		13,236	0/29 - 10/3	V							15,315	2/23 - 2/24	V						
IW	ROUTE 460	ECL WINDSOR	SUFFOLK CL		13,236	0/29 - 10/3	V							15,315	2/23 - 2/24	V						
IW	SMITH'S NECK RD	CARROLLTON BLVD	REYNOLDS DR		11,894	3/4 - 6/12	V							10,658	2/9 - 2/10	V						
IW	SMITH'S NECK RD	REYNOLDS DR	TITUS CREEK DR		8,757	3/4 - 3/5	V							8,162	2/9 - 2/10	V						
IW	SMITH'S NECK RD	TITUS CREEK DR	RESCUE RD		1,688	3/4 - 3/5	V							1,574	2/9 - 2/10	V						
IW	TITUS CREEK DR	SMITH'S NECK RD	NIKE PARK RD		6,941	3/4 - 3/5	V							6,449	2/9 - 2/10	V						
IW	TODD AVE/WARWICK ST	COUNTRY WAY	NEWPORT ST (RTE 1002)		1,117	3/4 - 3/5	V							1,035	2/8 - 2/9	V						
JCC	BARHAMSVILLE RD	I-64	ROUTE 60								9,423	2/16 - 3/18	V							9,537	2/6 - 2/7	V
JCC	CENTERVILLE RD	JOHN TYLER HWY	MONTICELLO AVE																	4,000		E
JCC	CENTERVILLE RD	MONTICELLO AVE	NEWS RD								4,248	3/2 - 3/17	V							5,246	2/26 - 2/28	V
JCC	CENTERVILLE RD	NEWS RD	LONGHILL RD								7,414	3/2 - 3/17	V							8,986	2/26 - 2/28	V
JCC	CENTERVILLE RD	LONGHILL RD	RICHMOND RD								9,095	3/2 - 3/17	V							9,990	2/26 - 2/28	V
JCC	COLONIAL NATL HIST PKWY	JAMESTOWN/RTE 359	WILLIAMSBURG CL/RTE 199																	2,000		E
JCC	CROAKER RD	ROUTE 60	MAXTON LN (RTE 760)								8,364	2/23 - 2/24	V							9,150	2/26 - 2/28	V
JCC	CROAKER RD	MAXTON LN (RTE 760)	I-64								8,286	2/23 - 2/24	V							8,910	2/26 - 2/28	V
JCC	CROAKER RD	I-64	FENTON MILL RD								6,494	2/23 - 3/10	V							6,090	2/26 - 3/20	V
JCC	CROAKER RD	FENTON MILL RD	RIVERVIEW RD								3,352	2/23 - 2/24	V							3,227	2/26 - 2/28	V
JCC	DEPUE DR	LONGHILL RD (RTE 612)	IRONBOUND RD								9,664	3/2 - 3/17	V							9,405	2/27 - 2/28	V
JCC	IRONBOUND RD	STRAWBERRY PLAINS RD	MONTICELLO AVE								9,382	3/16 - 3/17	V							11,179	3/19 - 3/20	V
JCC	IRONBOUND RD	MONTICELLO AVE	WILLIAMSBURG CL								11,023	3/2 - 3/17	V							10,534	2/27 - 2/28	V
JCC	IRONBOUND RD/NEWS RD	JOHN TYLER HWY	MONTICELLO AVE								9,675	3/2 - 3/17	V							9,104	3/5	V

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																				
					2008			2009			2010			2011			2012			2013					
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE				
JCC	IRONBOUND RD/SANDY BAY RD	JAMESTOWN RD	JOHN TYLER HWY								7,150	3/2 - 3/17	V							6,898	3/5	V			
JCC	JAMESTOWN RD	JAMES RIVER/FERRY	COLONIAL PARKWAY (RTE 359)																	6,838	2/5 - 2/6	V			
JCC	JAMESTOWN RD	COLONIAL PARKWAY (RTE 359)	SANDY BAY RD (RTE 681)																	6,838	2/5 - 2/6	V			
JCC	JAMESTOWN RD	SANDY BAY RD (RTE 681)	NECK-O-LAND RD								9,567	2/17 - 2/18	V							8,643	2/5 - 2/6	V			
JCC	JAMESTOWN RD	NECK-O-LAND RD	WILLIAMSBURG CL								9,567	2/17 - 2/18	V							8,643	2/5 - 2/6	V			
JCC	JOHN TYLER HWY	CHARLES CITY CL	MONTICELLO AVE								2,885	2/17 - 2/18	V							2,894	2/5 - 2/6	V			
JCC	JOHN TYLER HWY	MONTICELLO AVE	CENTERVILLE RD (RTE 614)																	4,800		E			
JCC	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	IRONBOUND RD (RTE 615)								8,033	2/17 - 2/18	V							7,621	2/5 - 2/6	V			
JCC	JOHN TYLER HWY	IRONBOUND RD (RTE 615)	STANLEY DR (RTE 712)								10,663	2/17 - 2/18	V							9,816	2/5 - 2/6	V			
JCC	JOHN TYLER HWY	STANLEY DR (RTE 712)	ROUTE 199								17,546	2/17 - 2/18	V							16,004	2/5 - 2/6	V			
JCC	LONGHILL RD	CENTERVILLE RD (RTE 614)	OLDE TOWNE RD (RTE 658)								6,577	3/2 - 3/18	V							7,288	2/26 - 2/28	V			
JCC	LONGHILL RD	OLDE TOWNE RD (RTE 658)	ROUTE 199								16,087	3/2 - 3/18	V							16,518	2/26 - 2/28	V			
JCC	LONGHILL RD	ROUTE 199	DEPUE DR																	20,000		E			
JCC	MERRIMAC TRL	NEWPORT NEWS CL @ I-64	YORK CL (SOUTH OF GROVE INT)								10,021	2/24 - 2/25	V							10,828	2/20 - 2/21	V			
JCC	MERRIMAC TRL	YORK CL @ ROUTE 199	PENNIMAN RD (YORK CL)								16,342	2/24 - 2/25	V												
JCC	MONTICELLO AVE	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)																	4,000		E			
JCC	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	NEWS RD																	6,424	2/13 - 2/14	V			
JCC	MONTICELLO AVE	NEWS RD	ROUTE 199																	39,564	2/19 - 2/21	V			
JCC	MONTICELLO AVE	ROUTE 199	IRONBOUND RD (RTE 615)								24,179	3/9 - 4/1	V							22,769	2/19 - 2/21	V			
JCC	OLD STAGE RD	NEW KENT CL	BARNES RD (RTE 601 S)								9,512	2/16 - 2/18	V							9,869	2/6 - 2/7	V			
JCC	OLD STAGE RD	BARNES RD (RTE 601 S)	I-64								9,512	2/16 - 2/18	V							9,869	2/6 - 2/7	V			
JCC	OLDE TOWNE RD	LONGHILL RD	RICHMOND RD								8,378	3/2 - 3/18	V							8,113	3/5	V			
JCC	POCAHONTAS TRL	WILLIAMSBURG CL	YORK CL @ 199								8,165	2/17 - 2/18	V							8,386	2/5 - 2/6	V			
JCC	POCAHONTAS TRL	YORK CL	BASF RD/ROUTE 60 RELOCATION								9,243	2/17 - 2/18	V							8,841	2/5 - 3/5	V			
JCC	POCAHONTAS TRL	BASF RD/ROUTE 60 RELOCATION	NEWPORT NEWS CL								11,499	8/10 - 8/12	V							11,188	4/24 - 4/25	V			
JCC	RICHMOND RD	ROUTE 199	OLDE TOWNE RD (RTE 658)								15,206	2/17 - 2/18	V							13,526	2/6 - 2/7	V			
JCC	RICHMOND RD	OLDE TOWNE RD (RTE 658)	WILLIAMSBURG CL								23,783	7/13 - 7/14	V												
JCC	ROCHAMBEAU DR	ROUTE 60	0.7 MI EAST OF ASHINGTON WAY								7,164	2/24 - 2/25	V							8,092	2/20 - 2/21	V			
JCC	ROCHAMBEAU DR	0.7 MI EAST OF ASHINGTON WAY	CROAKER RD (RTE 607)								7,164	2/24 - 2/25	V							8,092	2/20 - 2/21	V			
JCC	ROUTE 199	JOHN TYLER HWY (RTE 5)	WILLIAMSBURG CL								36,498	3/2 - 3/18	V							35,623	2/19 - 2/21	V			
JCC	ROUTE 199	WILLIAMSBURG CL	HENRY ST/COLONIAL PKWY								34,542	3/2 - 3/18	V							33,843	2/20 - 2/21	V			
JCC	ROUTE 199	HENRY ST/COLONIAL PKWY	MOUNTS BAY RD/QUARTERPATH RD								33,078	2/24 - 2/25	V							34,702	2/20 - 2/21	V			
JCC	ROUTE 199	MOUNTS BAY RD/QUARTERPATH RD	RTE 60/RTE 143/YORK CL								31,169	2/24 - 2/25	V							33,119	3/5	V			
JCC	ROUTE 60	NEW KENT CL	ROUTE 30								5,861	2/23 - 2/24	V							5,831	2/6 - 2/7	V			
JCC	ROUTE 60	ROUTE 30	CROAKER RD (RTE 607)								13,792	2/23 - 2/24	V							14,432	2/6 - 2/7	V			
JCC	ROUTE 60	CROAKER RD (RTE 607)	LIGHTFOOT RD (RTE 646)								21,419	2/17 - 2/18	V							19,841	2/6 - 2/21	V			
JCC	ROUTE 60	LIGHTFOOT RD (RTE 646)	CENTERVILLE RD (RTE 614)								21,419	2/17 - 2/18	V							19,841	2/6 - 2/21	V			
JCC	ROUTE 60	CENTERVILLE RD (RTE 614)	ROUTE 199								26,430	3/30 - 3/31	V							22,023	2/6 - 2/7	V			
JCC	STRAWBERRY PLAINS RD	JOHN TYLER HWY/ROUTE 199	IRONBOUND RD								8,048	2/17 - 2/25	V							8,593	2/27 - 2/28	V			
NN	23RD/25TH CONNECTOR	HUNTINGTON AVE	JEFFERSON AVE								1,626	8/17 - 8/18	V							2,503	5/22 - 5/23	V			
NN	25TH ST	JEFFERSON AVE	26TH ST		3,562		C	3,413		C	3,394		C	3,294		C	3,388		C	3,269		C			
NN	25TH ST	26TH ST	HAMPTON CL		6,645		C	6,534		C	6,602		C	6,544		C	6,707		C	6,777		C			
NN	26TH ST	25TH ST	ROANOKE AVE		1,332		C	1,359		C	1,387		C	1,363		C	1,275		C	2,491		C			
NN	26TH ST	ROANOKE AVE	JEFFERSON AVE		3,405		C	3,366		C	3,371		C	3,243		C	2,875		C	3,417		C			
NN	26TH ST	JEFFERSON AVE	WARWICK BLVD		3,645		C	3,563		C	3,572		C	3,578		C	3,646		C	3,347		C			
NN	26TH ST	WARWICK BLVD	HUNTINGTON AVE		3,645		C	3,563		C	3,572		C	3,578		C	3,646		C	3,347		C			
NN	39TH ST	HUNTINGTON AVE	MADISON AVE		5,229		C	4,910		C	4,852		C	4,866		C	5,038		C	4,881		C			
NN	39TH ST	MADISON AVE	HAMPTON CL		8,897		C	8,990		C	8,686		C	8,701		C	8,858		C	8,714		C			
NN	BLAND BLVD	WARWICK BLVD	I-64		34,846		C	32,987		C	33,874		C	26,324		C	25,987		C	27,482		C			
NN	BLAND BLVD	I-64	JEFFERSON AVE		34,846		C	32,987		C	33,874		C	26,324		C	25,987		C	27,482		C			

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NN	BLAND BLVD	JEFFERSON AVE	McMANUS BLVD		21,454		C	17,000		C	15,717		C	15,395		C	15,526		C	15,082		C
NN	BRIARFIELD RD	JEFFERSON AVE	HAMPTON CL		9,133		C	9,169		C	9,810		C	9,805		C	9,973		C	7,717		C
NN	BUXTON AVE	HAMPTON CL	25TH ST		15,417		C	15,282		C	15,313		C	15,267		C	15,378		C	15,408		C
NN	CENTER AVE	WARWICK BLVD	JEFFERSON AVE		4,925		C	4,823		C	4,810		C	3,618		C	3,663		C	3,904		C
NN	CHESTNUT AVE	39TH ST	44TH ST		8,252		C	8,200		C	8,338		C	8,341		C	8,441		C	8,466		C
NN	CHESTNUT AVE	44TH ST	BRIARFIELD RD		8,252		C	8,200		C	8,338		C	8,341		C	8,441		C	8,466		C
NN	CHESTNUT AVE	BRIARFIELD RD	HAMPTON CL		8,103		C	7,945		C	7,962		C	7,870		C	6,639		C	8,141		C
NN	DENBIGH BLVD	LUCAS CREEK RD	WARWICK BLVD		20,946		C	21,008		C	22,123		C	17,860		C	17,632		C	20,787		C
NN	DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE		35,178		C	30,746		C	29,512		C	30,829		C	29,658		C	31,650	5/14 - 5/15	V
NN	DENBIGH BLVD	JEFFERSON AVE	YORK CL		25,196		C	26,119		C	28,323		C	25,342		C	25,475		C	24,919		C
NN	DILIGENCE DR	THIMBLE SHOALS BLVD	J CLYDE MORRIS BLVD		23,651		C	22,941		C	23,514		C	23,620		C	23,763		C	24,051		C
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64		45,581		C	38,541		C	39,555		C	36,172		C	36,576		C	34,394		C
NN	FORT EUSTIS BLVD	I-64	JEFFERSON AVE								25,244	8/4 - 9/2	V									
NN	FORT EUSTIS BLVD	JEFFERSON AVE	.54 MILES EAST OF RTE 143		16,948	Wkdy average	V	16,939	Wkdy average	V	16,203	Wkdy average	V	16,045	Wkdy average	V	15,813	Wkdy average	V	17,203	Wkdy average	V
NN	FORT EUSTIS BLVD	.54 MILES EAST OF RTE 143	YORK CL		16,948	Wkdy average	V	16,939	Wkdy average	V	16,203	Wkdy average	V	16,045	Wkdy average	V	15,813	Wkdy average	V	17,203	Wkdy average	V
NN	HRC PARKWAY	HARPERSVILLE RD	HAMPTON CL		23,018	Wkdy average	V	23,568	Wkdy average	V	23,642	Wkdy average	V	23,297	Wkdy average	V	23,469	Wkdy average	V	23,961	Wkdy average	V
NN	HARPERSVILLE RD	J CLYDE MORRIS BLVD	SAUNDERS RD		12,173		C	12,077		C	13,547		C	12,130		C	11,500		C	11,741		C
NN	HARPERSVILLE RD	SAUNDERS RD	HRC PARKWAY		11,249		C	11,621		C	11,590		C	10,342		C	11,139		C	11,225		C
NN	HARPERSVILLE RD	HRC PARKWAY	JEFFERSON AVE		25,114		C	25,807		C	25,742		C	25,217		C	20,280		C	19,402		C
NN	HARPERSVILLE RD	JEFFERSON AVE	WARWICK BLVD		13,934		C	14,962		C	14,944		C	13,611		C	13,837		C	13,946		C
NN	HUNTINGTON AVE	71ST ST	39TH ST		11,581		C	11,428		C	11,360		C	11,386		C	10,089		C	11,633		C
NN	HUNTINGTON AVE	39TH ST	26TH ST		7,108		C	6,712		C	7,140		C	6,756		C	6,753		C	7,088		C
NN	HUNTINGTON AVE	26TH ST	23RD ST		7,108		C	6,712		C	7,140		C	6,756		C	6,753		C	7,088		C
NN	J CLYDE MORRIS BLVD	WARWICK BLVD	JEFFERSON AVE		37,859		C	32,941		C	39,123		C				37,738		C	38,476	6/5 - 6/6	V
NN	J CLYDE MORRIS BLVD	JEFFERSON AVE	THIMBLE SHOALS BLVD								36,859	7/20 - 7/22	V							41,300	5/7 - 5/8	V
NN	J CLYDE MORRIS BLVD	THIMBLE SHOALS BLVD	I-64		57,505		C	40,346		C	43,567		C	31,590		C	29,909		C	31,825		C
NN	J CLYDE MORRIS BLVD	I-64	HARPERSVILLE RD		53,800		C	42,796		C	44,563		C				42,821		C	42,979		C
NN	J CLYDE MORRIS BLVD	HARPERSVILLE RD	YORK CL		30,661		C	27,568		C	29,230		C	29,278		C	36,722		C	36,007		C
NN	JEFFERSON AVE	JAMES CITY CL	YORKTOWN RD		14,909		C	13,987		C	16,447		C	15,835		C	12,823		C	13,478		C
NN	JEFFERSON AVE	YORKTOWN RD	FORT EUSTIS BLVD		12,390		C	9,546		C	9,733		C	8,495		C	14,041		C	11,949		C
NN	JEFFERSON AVE	FORT EUSTIS BLVD	FUTURE ATKINSON BLVD		27,720		C	28,212		C	27,844		C	27,305		C	27,963		C	29,415		C
NN	JEFFERSON AVE	FUTURE ATKINSON BLVD	DENBIGH BLVD					25,990		C	23,836		C	33,467	Wkdy average	V	34,208	Wkdy average	V	34,308	Wkdy average	V
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD		63,112		C				51,322		C	45,754		C	45,990		C			
NN	JEFFERSON AVE	BLAND BLVD	I-64								88,778	9/1 - 9/2	V							81,507	6/19 - 6/20	V
NN	JEFFERSON AVE	I-64	OYSTER POINT RD		56,130		C	55,788		C	56,989		C	55,950		C	55,800		C	58,795		C
NN	JEFFERSON AVE	OYSTER POINT RD	MUELLER LA		62,314		C				56,833	9/1 - 9/2	V	51,122		C	54,711		C	52,265	5/7 - 5/9	V
NN	JEFFERSON AVE	MUELLER LA	MIDDLE GROUND BLVD		62,314		C				56,833	9/1 - 9/2	V	51,122		C	54,711		C	52,265	5/7 - 5/9	V
NN	JEFFERSON AVE	MIDDLE GROUND BLVD	J CLYDE MORRIS BLVD		57,318		C	53,274		C	54,132		C	53,623		C	53,407		C			
NN	JEFFERSON AVE	J CLYDE MORRIS BLVD	HARPERSVILLE RD		59,873		C	59,649		C	44,894		C				46,722		C			
NN	JEFFERSON AVE	HARPERSVILLE RD	MAIN ST		46,844	Wkdy average	V	47,606	Wkdy average	V	48,806		C	48,426		C	49,016		C			
NN	JEFFERSON AVE	MAIN ST	CENTER AVE		48,863		C	48,863		C	39,942		C	40,093		C	40,331		C	40,520		C
NN	JEFFERSON AVE	CENTER AVE	MERCURY BLVD		46,261		C	45,996		C	46,292		C	47,241		C	47,498		C	47,737		C
NN	JEFFERSON AVE	MERCURY BLVD	BRIARFIELD RD		37,820		C	37,596		C	36,937		C	36,966		C	37,197		C	37,386		C
NN	JEFFERSON AVE	BRIARFIELD RD	41ST ST		29,956		C	31,037		C	27,665		C	29,899		C	29,501		C	29,973		C
NN	JEFFERSON AVE	41ST ST	35TH ST		14,211		C	14,330		C	14,139		C	14,302		C	8,520		C	7,893		C
NN	JEFFERSON AVE	35TH ST	25TH ST		14,211		C	14,330		C	14,139		C	14,302		C	8,520		C	7,893		C
NN	MAIN ST	WARWICK BLVD	JEFFERSON AVE		17,620		C				17,623		C	12,153		C	13,132		C	13,247		C
NN	MAIN ST	JEFFERSON AVE	HAMPTON CL		24,568		C	24,602		C	24,711		C	13,926		C	15,314		C	15,299		C
NN	MCMANUS BLVD/SIEMENS WAY	DENBIGH BLVD	BLAND BLVD		10,352		C	10,786		C	13,187		C	13,490		C	10,500		C	13,189		C
NN	MERCURY BLVD/JAMES RIVER BR	ISLE OF WIGHT CL	RIVER RD		29,539	Wkdy average	V	29,790	Wkdy average	V	29,682	Wkdy average	V	29,792	Wkdy average	V	29,565	Wkdy average	V	31,093	Wkdy average	V

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NN	MERCURY BLVD	RIVER RD	WARWICK BLVD		29,898		C	31,222		C	24,049		C	24,530		C	24,987		C	25,195		C
NN	MERCURY BLVD	WARWICK BLVD	JEFFERSON AVE		45,626		C	46,291		C	43,677		C				40,458		C	40,641		C
NN	MERCURY BLVD	JEFFERSON AVE	HAMPTON CL		43,644		C	43,121		C	39,214		C	43,772		C	43,565		C	43,859		C
NN	OYSTER POINT RD	WARWICK BLVD	JEFFERSON AVE		55,006		C	46,438		C	44,389		C	36,681		C	38,613		C	35,694		C
NN	OYSTER POINT RD	JEFFERSON AVE	CANON BLVD		44,779		C				49,158		C	49,233		C	49,407		C	44,098		C
NN	OYSTER POINT RD	CANON BLVD	I-64								51,665	0/26 - 10/2	V							51,023	5/8 - 5/9	V
NN	RICHNECK RD	DENBIGH BLVD	JEFFERSON AVE		3,557		C	3,795		C	2,335		C	4,206		C	4,253		C	3,901		C
NN	RICHNECK RD	JEFFERSON AVE	OLD YORK CL		8,736		C	8,773		C	7,562		C	8,389		C	8,445		C	7,113		C
NN	RICHNECK RD	OLD YORK CL	FORT EUSTIS BLVD								1,553	6/30 - 7/1	V							1,104	7/16 - 7/17	V
NN	ROANOKE AVE	I-664	43RD ST		4,012		C	4,006		C	3,840		C	3,132		C	3,235		C	3,181		C
NN	ROANOKE AVE	43RD ST	BRIARFIELD RD		4,012		C	4,006		C	3,840		C	3,132		C	3,235		C	3,181		C
NN	ROANOKE AVE	BRIARFIELD RD	HAMPTON CL		4,417		C	4,320		C	4,326		C	4,329		C	3,343		C	4,460		C
NN	SAUNDERS RD	HARPERSVILLE RD	HAMPTON CL		7,783		C	7,799		C	8,144		C				8,890		C	8,948		C
NN	SHELLABARGER DR	FORT EUSTIS	WARWICK BLVD		10,121		C	12,148		C	9,290		C	12,219		C	13,567		C	12,480		C
NN	THIMBLE SHOALS BLVD	JEFFERSON AVE	DILIGENCE DR		20,242		C	22,132		C	19,717		C	15,664		C	15,360		C	15,469		C
NN	THIMBLE SHOALS BLVD	DILIGENCE DR	J CLYDE MORRIS BLVD		11,675		C	12,584		C	12,568		C	11,809		C	11,996		C	12,222		C
NN	VICTORY BLVD	I-64	YORK CL		65,070		C				51,811	8/24 - 8/26	V							49,790	5/8 - 5/9	V
NN	WARWICK BLVD	JAMES CITY CL	YORKTOWN RD		13,920		C	13,067		C	12,019		C	12,824		C	9,966		C	10,179		C
NN	WARWICK BLVD	YORKTOWN RD	FORT EUSTIS BLVD		18,985		C	16,786		C	17,333		C	15,655		C	14,257		C	15,800		C
NN	WARWICK BLVD	FORT EUSTIS BLVD	SNIDOW BLVD					34,221		C	42,770		C							29,502	4/24 - 4/25	V
NN	WARWICK BLVD	SNIDOW BLVD	DENBIGH BLVD		45,198		C	40,330		C	42,888		C	31,345		C	31,673		C	32,269		C
NN	WARWICK BLVD	DENBIGH BLVD	BLAND BLVD		47,668		C	36,291		C	38,145		C				29,303		C	31,789		C
NN	WARWICK BLVD	BLAND BLVD	OYSTER POINT RD		43,811		C	31,629		C	32,219		C				34,088		C	37,380	4/24 - 4/25	V
NN	WARWICK BLVD	OYSTER POINT RD	MAXWELL LN		26,672		C	26,629		C	26,710		C	16,963		C	16,459		C	16,645		C
NN	WARWICK BLVD	MAXWELL LN	DEEP CREEK RD		32,486		C				30,404	8/11 - 8/12	V	26,658		C	26,208		C	29,018		C
NN	WARWICK BLVD	DEEP CREEK RD	J CLYDE MORRIS BLVD		45,550		C	45,867		C	31,374		C	30,035		C	30,058		C	32,419		C
NN	WARWICK BLVD	J CLYDE MORRIS BLVD	HARPERSVILLE RD		26,999		C	25,444		C	26,589		C	26,745		C	29,253		C	25,102		C
NN	WARWICK BLVD	HARPERSVILLE RD	MAIN ST		41,988		C	26,863		C	27,769	8/11 - 8/12	V	23,091		C	25,008		C	23,798		C
NN	WARWICK BLVD	MAIN ST	CENTER AVE		26,904		C	24,017		C	24,005		C	24,128		C	20,344		C	24,259		C
NN	WARWICK BLVD	CENTER AVE	MERCURY BLVD		29,808		C	29,314		C	29,322		C	24,474		C	22,076		C	22,485		C
NN	WARWICK BLVD	MERCURY BLVD	HUNTINGTON AVE		32,230		C	32,296		C				32,319		C	32,604		C	32,632		C
NN	WARWICK BLVD	23RD ST	39TH ST		3,324		C	3,754		C	3,937		C	3,915		C	3,487		C	3,476		C
NN	WARWICK BLVD	39TH ST	HUNTINGTON AVE		13,285		C	13,584		C	13,525		C	13,308		C	13,593		C	12,330		C
NN	YORKTOWN RD	WARWICK BLVD	I-64		6,125		C	6,306		C	7,099		C	6,337		C	5,197		C	5,249		C
NN	YORKTOWN RD	I-64	JEFFERSON AVE								12,300	6/9 - 6/10	V							11,882	5/14 - 5/15	V
NN	YORKTOWN RD	JEFFERSON AVE	CRAWFORD RD		14,290		C	13,196		C	13,011		C	13,266		C	12,397		C	12,443		C
NN	YORKTOWN RD	CRAWFORD RD	YORK CL		10,571	Wkdy average	V	10,887	Wkdy average	V	11,158	Wkdy average	V	11,325	Wkdy average	V	10,749	Wkdy average	V	9,749	Wkdy average	V
NOR	21ST ST	HAMPTON BLVD	COLLEY AVE					8,982	5/20 - 5/21	V							7,871	6/5 - 6/6	V			
NOR	21ST ST	COLLEY AVE	LLEWELLYN ST					14,866	4/21 - 4/23	V							15,259	6/5 - 6/6	V			
NOR	21ST ST	LLEWELLYN ST	MONTICELLO AVE					10,383	4/21 - 4/23	V							10,362	6/5 - 6/6	V			
NOR	26TH ST	HAMPTON BLVD	COLLEY AVE					4,185	4/15 - 4/16	V							4,520	6/5 - 6/6	V			
NOR	26TH ST	COLLEY AVE	LLEWELLYN AVE					8,209	4/15 - 4/16	V							9,567	6/5 - 6/6	V			
NOR	26TH ST	LLEWELLYN AVE	MONTICELLO AVE					9,042	2/4 - 4/16	V							10,053	6/5 - 6/6	V			
NOR	26TH ST	MONTICELLO AVE	CHURCH ST					8,701	4/14 - 4/15	V										9,443	2/17 - 12/1	V
NOR	26TH ST	CHURCH ST	27TH ST					9,458	2/4 - 2/5	V										8,744	2/17 - 12/1	V
NOR	27TH ST	HAMPTON BLVD	COLLEY AVE					10,007	4/28 - 4/29	V							8,921	6/5 - 6/6	V			
NOR	27TH ST	COLLEY AVE	LLEWELLYN AVE					10,007	4/28 - 4/29	V							8,921	6/5 - 6/6	V			
NOR	27TH ST	LLEWELLYN AVE	MONTICELLO AVE					9,926	2/4 - 2/5	V							9,807	6/5 - 6/6	V			
NOR	27TH ST	MONTICELLO AVE	CHURCH ST					9,926	2/4 - 2/5	V							9,807	6/5 - 6/6	V			
NOR	27TH ST	CHURCH ST	26TH ST					9,926	2/4 - 2/5	V							9,807	6/5 - 6/6	V			

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NOR	38TH ST	HAMPTON BLVD	COLLEY AVE					6,235	2/18 - 2/19	V							6,521	0/17 - 10/1	V			
NOR	38TH ST	COLLEY AVE	LLEWELLYN AVE					9,272	2/18 - 2/19	V							9,560	0/10 - 10/1	V			
NOR	38TH ST	LLEWELLYN AVE	GRANBY ST					4,679	2/18 - 2/19	V							4,830	6/6 - 6/7	V			
NOR	4TH VIEW ST	I-64	OCEAN VIEW AVE					12,289	4/21 - 5/20	V							13,345	4/18 - 4/19	V			
NOR	ADMIRAL TAUSSIG BLVD	HAMPTON BLVD	I-564					26,756	5/19 - 5/20	V							29,196	3/27 - 3/29	V			
NOR	AZALEA GARDEN RD	VA BEACH BLVD	PRINCESS ANNE RD					10,175	2/10 - 2/11	V							10,061	10/9 - 11/15	V			
NOR	AZALEA GARDEN RD	PRINCESS ANNE RD	SEWELLS POINT RD					14,919	2/10 - 2/11	V							14,547	1/14 - 11/2	V			
NOR	AZALEA GARDEN RD	SEWELLS POINT RD	ROBIN HOOD RD					9,567	2/10 - 2/11	V							8,696	0/10 - 10/1	V			
NOR	AZALEA GARDEN RD	ROBIN HOOD RD	I-64					9,645	2/10 - 2/11	V							8,816	10/9 -10/10	V			
NOR	AZALEA GARDEN RD	I-64	MILITARY HWY					8,597	2/10 - 2/11	V							7,653	1/13 - 11/1	V			
NOR	AZALEA GARDEN RD	MILITARY HWY	NORVIEW AVE					12,326	2/10 - 2/11	V							11,661	1/13 - 11/1	V			
NOR	AZALEA GARDEN RD	NORVIEW AVE	LITTLE CREEK RD					12,326	2/10 - 2/11	V							11,661	1/13 - 11/1	V			
NOR	BAINBRIDGE BLVD	CHESAPEAKE CL	S MAIN ST					1,587	5/6 - 5/7	V							1,543	3/27 - 3/29	V			
NOR	BALLENTINE BLVD	I-264	VA BEACH BLVD					26,861	4/29 - 4/30	V							23,029	0/10 - 10/1	V			
NOR	BALLENTINE BLVD	VA BEACH BLVD	PRINCESS ANNE RD					14,689	5/5 - 9/17	V							13,113	0/10 - 10/1	V			
NOR	BALLENTINE BLVD	PRINCESS ANNE RD	CHESAPEAKE BLVD					11,820	5/5 - 5/7	V							10,737	0/10 - 10/1	V			
NOR	BAY AVE	FIRST VIEW ST	I-64					16,820	4/21 - 4/22	V							18,328	4/18 - 4/19	V			
NOR	BAY AVE/OCEAN AVE	I-64	GRANBY ST					2,384	4/21 - 4/22	V							3,145	4/17 - 4/18	V			
NOR	BAYVIEW BLVD	GRANBY ST	TIDEWATER DR					9,301	4/22 - 4/23	V							8,151	4/17 - 4/18	V			
NOR	BAYVIEW BLVD	TIDEWATER DR	CHESAPEAKE BLVD					12,873	4/22 - 4/23	V							12,051	4/17 - 5/2	V			
NOR	BAYVIEW BLVD	CHESAPEAKE BLVD	CAPE VIEW AVE					7,547	4/22 - 4/23	V							6,505	4/17 - 4/18	V			
NOR	BERKLEY AVE	I-464	STATE ST					15,500	4/8 - 4/9	V							14,002	5/30 - 10/17	V			
NOR	BERKLEY AVE	STATE ST	MAIN ST					15,003	4/8 - 4/9	V							13,100	5/30 - 5/31	V			
NOR	BERKLEY AVE	MAIN ST	BERKLEY AVE EXT					14,576	4/8 - 4/9	V							12,922	0/16 - 10/1	V			
NOR	BERKLEY AVE	BERKLEY AVE EXT	INDIAN RIVER RD																	12,000		E
NOR	BERKLEY AVE EXT	BERKLEY AVE/FAUQUIER ST	WILSON RD					4,276	5/6 - 6/4	V							4,032	0/16 - 10/1	V			
NOR	BERKLEY AVE EXT	WILSON RD	CAMPOSTELLA RD					3,715	4/7 - 9/17	V							3,573	5/30 - 5/31	V			
NOR	BOUSH ST/WATERSIDE DR	ST PAULS BLVD	CITY HALL AVE					32,111	4/28 - 4/29	V												
NOR	BOUSH ST	CITY HALL AVE	BUTE STREET					28,177	4/28 - 4/29	V							24,593	3/27 - 3/29	V			
NOR	BOUSH ST	BUTE STREET	BRAMBLETON AVE					28,177	4/28 - 4/29	V							24,593	3/27 - 3/29	V			
NOR	BOUSH ST	BRAMBLETON AVE	OLNEY RD																	9,767	2/11 - 12/1	V
NOR	BOUSH ST	OLNEY RD	VA BEACH BLVD																	9,767	2/11 - 12/1	V
NOR	BRAMBLETON AVE	HAMPTON BLVD	COLLEY AVE														33,449	3/28 - 3/29	V			
NOR	BRAMBLETON AVE	COLLEY AVE	BOUSH ST														41,715	3/28 - 3/29	V			
NOR	BRAMBLETON AVE	BOUSH ST	MONTICELLO AVE					29,635	5/27 - 5/28	V							31,941	3/28 - 3/29	V			
NOR	BRAMBLETON AVE	MONTICELLO AVE	ST PAULS BLVD					29,635	5/27 - 5/28	V							31,941	3/28 - 3/29	V			
NOR	BRAMBLETON AVE	ST PAULS BLVD	CHURCH ST					19,381	6/10 - 6/11	V							19,281	5/30 - 5/31	V			
NOR	BRAMBLETON AVE	CHURCH ST	TIDEWATER DR					28,168	5/13 - 6/11	V							27,774	5/30 - 5/31	V			
NOR	BRAMBLETON AVE	TIDEWATER DR	PARK AVE					33,658	5/13 - 5/14	V							33,010	5/30 - 5/31	V			
NOR	BRAMBLETON AVE	PARK AVE	I-264														45,812	5/30 - 5/31	V			
NOR	CAMPOSTELLA RD	SCL NORFOLK/BERKLEY AVE EXT	INDIAN RIVER RD														19,686	3/20 - 3/21	V			
NOR	CAMPOSTELLA RD	INDIAN RIVER RD	WILSON RD					25,051	5/6 - 5/7	V							26,701	3/20 - 3/22	V			
NOR	CAMPOSTELLA RD	WILSON RD	S. END CAMPOSTELLA BRIDGE														38,113	5/23 - 5/24	V			
NOR	CAMPOSTELLA RD	S. END CAMPOSTELLA BRIDGE	KIMBALL TERR														38,113	5/23 - 5/24	V			
NOR	CAMPOSTELLA RD	KIMBALL TERR	I-264														38,113	5/23 - 5/24	V			
NOR	CHESAPEAKE BLVD	LAFAYETTE BLVD	CROMWELL DR					19,790	4/1 - 4/2	V							17,942	9/18 - 9/19	V			
NOR	CHESAPEAKE BLVD	CROMWELL DR	ROBIN HOOD RD					19,790	4/1 - 4/2	V							17,942	9/18 - 9/19	V			
NOR	CHESAPEAKE BLVD	ROBIN HOOD RD	HYDE CIR					19,790	4/1 - 4/2	V							17,942	9/18 - 9/19	V			
NOR	CHESAPEAKE BLVD	HYDE CIR	NORVIEW AVE					19,790	4/1 - 4/2	V							17,942	9/18 - 9/19	V			
NOR	CHESAPEAKE BLVD	NORVIEW AVE	I-64					20,191	4/1 - 4/2	V							17,964	9/18 - 10/18	V			

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NOR	CHESAPEAKE BLVD	I-64	JOHNSTONS RD					28,219	4/1 - 4/2	V							27,819	5/1 - 5/2	V			
NOR	CHESAPEAKE BLVD	JOHNSTONS RD	LITTLE CREEK RD					28,219	4/1 - 4/2	V							27,819	5/1 - 5/2	V			
NOR	CHESAPEAKE BLVD	LITTLE CREEK RD	SHEPPARD AVE					25,022	4/1 - 4/2	V							25,147	5/1 - 5/2	V			
NOR	CHESAPEAKE BLVD	SHEPPARD AVE	BAYVIEW BLVD					25,022	4/1 - 4/2	V							25,147	5/1 - 5/2	V			
NOR	CHESAPEAKE BLVD	BAYVIEW BLVD	CHESAPEAKE ST					14,339	4/1 - 4/2	V							12,500	5/22 - 5/23	V			
NOR	CHESAPEAKE BLVD	CHESAPEAKE ST	OCEAN VIEW AVE					5,682	4/14 - 4/16	V							7,585	5/1 - 5/2	V			
NOR	CHURCH ST	BRAMBLETON AVE	VA BEACH BLVD					17,344	3/10 - 3/11	V							14,936	5/8 - 10/17	V			
NOR	CHURCH ST	VA BEACH BLVD	PRINCESS ANNE RD					17,359	3/10 - 3/11	V							16,406	5/8 - 5/9	V			
NOR	CHURCH ST	PRINCESS ANNE RD	26TH ST					20,419	3/10 - 3/11	V							20,239	5/10	V			
NOR	CHURCH ST	26TH ST	27TH ST					13,807	3/10 - 3/11	V							14,601	5/9 - 5/10	V			
NOR	CHURCH ST	27TH ST	MONTICELLO AVE					12,724	3/10 - 3/11	V							11,615	5/9 - 5/10	V			
NOR	CHURCH ST	MONTICELLO AVE	GRANBY ST														29,000		E			
NOR	CITY HALL AVE	BOUSH ST	GRANBY ST														8,000		E			
NOR	CITY HALL AVE	GRANBY ST	MONTICELLO AVE														8,000		E			
NOR	CITY HALL AVE	MONTICELLO AVE	ST PAULS BLVD														8,000		E			
NOR	COLLEY AVE	BRAMBLETON AVE	OLNEY RD					17,743	2/18 - 2/19	V							17,079	4/24 - 4/25	V			
NOR	COLLEY AVE	OLNEY RD	PRINCESS ANNE RD					14,736	2/18 - 2/19	V							14,540	4/24 - 4/25	V			
NOR	COLLEY AVE	PRINCESS ANNE RD	21ST ST					15,853	2/18 - 2/19	V							15,954	4/24 - 4/25	V			
NOR	COLLEY AVE	21ST ST	26TH ST					17,265	2/18 - 2/19	V							17,470	4/25 - 4/26	V			
NOR	COLLEY AVE	26TH ST	27TH ST					17,265	2/18 - 2/19	V							17,470	4/25 - 4/26	V			
NOR	COLLEY AVE	27TH ST	38TH ST					14,523	2/18 - 2/19	V							14,942	4/24 - 4/25	V			
NOR	COLLEY AVE	38TH ST	53RD ST					14,523	2/18 - 2/19	V							14,942	4/24 - 4/25	V			
NOR	CROMWELL DR	TAIT TERRACE DR	CHESAPEAKE BLVD					16,193	2/11 - 2/12	V							14,837	1/14 - 11/1	V			
NOR	CROMWELL DR	CHESAPEAKE BLVD	TIDEWATER DR					14,097	2/11 - 2/12	V							12,739	0/11 - 11/1	V			
NOR	DUKE ST	OLNEY RD	BRAMBLETON AVE					11,558	3/4 - 3/5	V							10,006	5/9 - 5/10	V			
NOR	GRANBY ST	CHURCH ST	38TH ST					25,937	3/11 - 3/12	V							27,717	4/25 - 5/24	V			
NOR	GRANBY ST	38TH ST	LLEWELLYN AVE					25,937	3/11 - 3/12	V							27,717	4/25 - 5/24	V			
NOR	GRANBY ST	LLEWELLYN AVE	WILLOW WOOD DRIVE					39,773	3/11 - 3/12	V												
NOR	GRANBY ST	WILLOW WOOD DRIVE	THOLE ST					38,403	3/31 - 4/2	V							36,654	0/17 - 10/1	V			
NOR	GRANBY ST	THOLE ST	LITTLE CREEK RD					30,584	3/11 - 3/12	V							34,307	5/15 - 5/16	V			
NOR	GRANBY ST	LITTLE CREEK RD	I-564					27,329	3/31 - 4/1	V							24,588	0/24 - 10/2	V			
NOR	GRANBY ST	I-564	I-64					25,984	3/31 - 4/1	V												
NOR	GRANBY ST	I-64	BAYVIEW BLVD					25,984	3/31 - 4/1	V												
NOR	GRANBY ST	BAYVIEW BLVD	BAY AVE					14,500	3/11 - 3/12	V							13,413	5/15 - 5/16	V			
NOR	GRANBY ST	BAY AVE	TIDEWATER DR					14,500	3/11 - 3/12	V							13,413	5/15 - 5/16	V			
NOR	GRANBY ST	TIDEWATER DR	OCEAN VIEW AVE					12,011	3/31 - 4/1	V							13,040	5/15 - 5/16	V			
NOR	HAMPTON BLVD	BRAMBLETON AVE	PRINCESS ANNE RD														35,938	3/27 - 3/29	V			
NOR	HAMPTON BLVD	PRINCESS ANNE RD	21ST ST														35,938	3/27 - 3/29	V			
NOR	HAMPTON BLVD	21ST ST	26TH ST					37,587	5/13 - 5/14	V							40,704	3/27 - 3/28	V			
NOR	HAMPTON BLVD	26TH ST	27TH ST					38,416	5/13 - 5/14	V							42,727	3/28 - 3/29	V			
NOR	HAMPTON BLVD	27TH ST	38TH ST					38,416	5/13 - 5/14	V							42,727	3/28 - 3/29	V			
NOR	HAMPTON BLVD	38TH ST	JAMESTOWN CRESCENT		41,071	Wkdy average	V	40,998	Wkdy average	V	40,550	Wkdy average	V	41,351	Wkdy average	V	40,060	Wkdy average	V	39,088	Wkdy average	V
NOR	HAMPTON BLVD	JAMESTOWN CRESCENT	LITTLE CREEK RD		41,071	Wkdy average	V	40,988	Wkdy average	V	40,550	Wkdy average	V	41,351	Wkdy average	V	40,060	Wkdy average	V	39,088	Wkdy average	V
NOR	HAMPTON BLVD	LITTLE CREEK RD	INTERNATIONAL TERMINAL BLVD														41,101	3/28 - 3/29	V			
NOR	HAMPTON BLVD	INTERNATIONAL TERMINAL BLVD	INTERMODAL CONNECTOR														28,000		E			
NOR	HAMPTON BLVD	INTERMODAL CONNECTOR	ADM TAUSSIG BLVD														28,000		E			
NOR	INDIAN RIVER RD	MARSH ST	WILSON RD					14,611	4/29 - 4/30	V							14,324	5/30 - 5/31	V			
NOR	INDIAN RIVER RD	WILSON RD	CAMPOSTELLA RD					14,611	4/29 - 4/30	V							14,324	5/30 - 5/31	V			
NOR	INDIAN RIVER RD	CAMPOSTELLA RD	CHESAPEAKE CL					20,470	4/28 - 4/30	V							17,236	5/30 - 5/31	V			
NOR	INGLESIDE RD	VA BEACH BLVD	PRINCESS ANNE RD														13,338	0/10 - 10/1	V			

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NOR	INGLESIDE RD	PRINCESS ANNE RD	TAIT TERRACE DR					16,228	3/24 - 3/26	V							13,853	1/27 - 11/2	V			
NOR	INTERNATIONAL TERMINAL BLVD	HAMPTON BLVD	I-564		28,935	Wkdy average	V	28,673	Wkdy average	V	28,917	Wkdy average	V	31,283	Wkdy average	V	28,686	Wkdy average	V	27,215	Wkdy average	V
NOR	JAMESTOWN CRESCENT	53RD ST	HAMPTON BLVD					6,090	2/18 - 4/16	V							7,887	6/6 - 6/7	V			
NOR	JOHNSTONS RD	SEWELLS POINT RD	CHESAPEAKE BLVD					7,099	2/3 - 2/4	V							7,002	5/1 - 5/2	V			
NOR	JOHNSTONS RD	CHESAPEAKE BLVD	MILITARY HWY					11,339	2/3 - 2/4	V							11,679	5/1 - 5/2	V			
NOR	JOHNSTONS RD/HALPRIN LN	MILITARY HWY	LITTLE CREEK RD					7,260	2/3 - 2/4	V							7,738	5/1 - 5/2	V			
NOR	KEMPSVILLE RD	NEWTOWN RD	VA BEACH BLVD					23,851	5/13 - 5/14	V							21,166	11/7 - 11/8	V			
NOR	KEMPSVILLE RD	VA BEACH BLVD	NORTHAMPTON BLVD					13,883	5/6 - 5/7	V							12,890	11/7 - 11/8	V			
NOR	LAFAYETTE BLVD	27TH ST	TIDEWATER DR					17,419	4/29 - 4/30	V							14,797	9/18 - 9/19	V			
NOR	LAFAYETTE BLVD	TIDEWATER DR	CHESAPEAKE BLVD					19,141	6/23 - 6/24	V							17,668	0/16 - 10/1	V			
NOR	LIBERTY ST	STATE ST	SOUTH MAIN ST					4,156	4/8 - 4/9	V							4,081	3/27 - 3/29	V			
NOR	LIBERTY ST	SOUTH MAIN ST	CHESAPEAKE CL					5,172	4/8 - 4/9	V							4,786	5/30 - 5/31	V			
NOR	LITTLE CREEK RD	HAMPTON BLVD	GRANBY ST					22,369	6/3 - 6/4	V										17,825	2/18 - 12/1	V
NOR	LITTLE CREEK RD	GRANBY ST	I-64					27,158	6/3 - 6/4	V							24,198	0/24 - 10/2	V			
NOR	LITTLE CREEK RD	I-64	TIDEWATER DR					25,991	4/28 - 4/29	V							23,954	1/13 - 11/1	V			
NOR	LITTLE CREEK RD	TIDEWATER DR	SEWELLS POINT RD					29,385	5/20 - 5/21	V							28,312	0/24 - 10/2	V			
NOR	LITTLE CREEK RD	SEWELLS POINT RD	CHESAPEAKE BLVD					29,385	5/20 - 5/21	V							28,312	0/24 - 10/2	V			
NOR	LITTLE CREEK RD	CHESAPEAKE BLVD	MILITARY HWY					40,517	5/20 - 5/21	V							38,980	0/24 - 10/2	V			
NOR	LITTLE CREEK RD	MILITARY HWY	AZALEA GARDEN RD					28,328	5/19 - 5/20	V							27,379	0/17 - 10/1	V			
NOR	LITTLE CREEK RD	AZALEA GARDEN RD	SHORE DR					25,157	5/20 - 5/21	V												
NOR	LLEWELLYN AVE	VA BEACH BLVD	PRINCESS ANNE RD					9,391	4/29 - 4/30	V												
NOR	LLEWELLYN AVE	PRINCESS ANNE RD	21ST ST					9,982	5/20 - 5/21	V							8,752	4/25 - 4/26	V			
NOR	LLEWELLYN AVE	21ST ST	26TH ST					8,749	5/6 - 5/7	V							7,460	4/25 - 4/26	V			
NOR	LLEWELLYN AVE	26TH ST	27TH ST					8,749	5/6 - 5/7	V							7,460	4/25 - 4/26	V			
NOR	LLEWELLYN AVE	27TH ST	35TH ST					7,486	6/16 - 6/17	V							6,530	7/31 - 8/2	V			
NOR	LLEWELLYN AVE	35TH ST	38TH ST					7,486	6/16 - 6/17	V							6,530	7/31 - 8/2	V			
NOR	LLEWELLYN AVE	38TH ST	DELAWARE AVE					12,688	5/6 - 5/7	V												
NOR	LLEWELLYN AVE	DELAWARE AVE	GRANBY ST					8,412	5/6 - 5/7	V												
NOR	MIDTOWN TUNNEL	PORTSMOUTH CL	BRAMBLETON AVE		41,280	Wkdy average	T	41,115	Wkdy average	T	40,962	Wkdy average	T	41,390	Wkdy average	T	40,803	Wkdy average	T	40,744	Wkdy average	T
NOR	MILITARY HWY	VA BEACH CL	I-264					50,478	5/27 - 5/28	V							49,084	12/12	V			
NOR	MILITARY HWY	I-264	VA BEACH BLVD														48,420	0/23 - 10/2	V			
NOR	MILITARY HWY	VA BEACH BLVD	LOWERY RD					49,231	4/29 - 4/30	V							44,847	0/23 - 10/2	V			
NOR	MILITARY HWY	LOWERY RD	PRIN ANNE RD/NORTHAMPTON BLVD					49,231	4/29 - 4/30	V							44,847	0/23 - 10/2	V			
NOR	MILITARY HWY	PRIN ANNE RD/NORTHAMPTON BL	I-64					46,913	4/28 - 4/29	V							46,093	1/14 - 11/1	V			
NOR	MILITARY HWY	I-64	AZALEA GARDEN RD					25,958	4/28 - 5/28	V												
NOR	MILITARY HWY	AZALEA GARDEN RD	NORVIEW AVE					26,064	6/9 - 7/23	V							25,636	0/24 - 10/2	V			
NOR	MILITARY HWY	NORVIEW AVE	JOHNSTONS RD					26,555	6/3 - 6/4	V							24,850	0/24 - 10/2	V			
NOR	MILITARY HWY	JOHNSTONS RD	LITTLE CREEK RD					26,555	6/3 - 6/4	V							24,850	0/24 - 10/2	V			
NOR	MONTICELLO AVE	CITY HALL AVE	BRAMBLETON AVE														3,308	0/17 - 10/1	V			
NOR	MONTICELLO AVE	BRAMBLETON AVE	ST PAULS BLVD					4,656	5/13 - 6/17	V												
NOR	MONTICELLO AVE	ST PAULS BLVD	VA BEACH BLVD					26,231	2/18 - 2/19	V							26,154	5/15	V	25,598	2/17 - 12/1	V
NOR	MONTICELLO AVE	VA BEACH BLVD	PRINCESS ANNE RD					22,494	5/13 - 5/14	V							24,789	0/17 - 10/1	V			
NOR	MONTICELLO AVE	PRINCESS ANNE RD	21ST ST					22,494	5/13 - 5/14	V							24,789	0/17 - 10/1	V			
NOR	MONTICELLO AVE	21ST ST	26TH ST					18,326	5/13 - 5/14	V							18,273	5/15 - 5/16	V			
NOR	MONTICELLO AVE	26TH ST	27TH ST					18,326	5/13 - 5/14	V							18,273	5/15 - 5/16	V			
NOR	MONTICELLO AVE	27TH ST	CHURCH ST					18,326	5/13 - 5/14	V							18,273	5/15 - 5/16	V			
NOR	NEWTOWN RD	KEMPSVILLE RD	I-264					31,540	5/12 - 9/17	V							30,487	12/5 - 12/6	V			
NOR	NEWTOWN RD	I-264	VA BEACH BLVD					37,874	4/22 - 4/23	V							35,572	11/7 - 11/8	V			
NOR	NEWTOWN RD	VA BEACH BLVD	VA BEACH CL					41,723	6/9 - 6/11	V							40,738	1/28 - 11/2	V			
NOR	NORTHAMPTON BLVD	MILITARY HWY	KEMPSVILLE RD					34,240	4/29 - 4/30	V							33,975	2/11 - 12/1	V			

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NOR	NORTHAMPTON BLVD	KEMPSVILLE RD	I-64					36,498	4/29 - 4/30	V							35,463	12/5 - 12/6	V			
NOR	NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL														81,656	12/5 - 12/6	V			
NOR	NORVIEW AVE	TIDEWATER DR	CHESAPEAKE BLVD					6,518	2/11 - 2/12	V							6,054	9/19 - 9/20	V			
NOR	NORVIEW AVE	CHESAPEAKE BLVD	I-64		22,980	3/12 - 3/13	V	22,993	3/31 - 4/2	V							22,619	5/2 - 5/3	V			
NOR	NORVIEW AVE	I-64	MILITARY HWY					28,127	4/1 - 4/2	V							26,369	5/2 - 5/3	V			
NOR	NORVIEW AVE	MILITARY HWY	AZALEA GARDEN RD					14,346	2/10 - 5/7	V							14,823	5/2 - 5/3	V			
NOR	NORVIEW AVE	AZALEA GARDEN RD	NORFOLK INT AIRPORT					13,103	3/24 - 3/26	V							14,047	5/22 - 5/23	V			
NOR	OCEAN VIEW AVE	4TH VIEW ST	TIDEWATER DR					15,220	4/21 - 4/22	V							14,462	5/22 - 5/23	V			
NOR	OCEAN VIEW AVE	TIDEWATER DR	GRANBY ST					15,220	4/21 - 4/22	V							14,462	5/22 - 5/23	V			
NOR	OCEAN VIEW AVE	GRANBY ST	CHESAPEAKE BLVD					19,778	4/22 - 4/23	V							18,380	4/18 - 4/19	V			
NOR	OCEAN VIEW AVE	CHESAPEAKE BLVD	21ST BAY ST														17,072	4/18 - 4/19	V			
NOR	OLNEY RD	COLLEY AVE	DUKE ST/VA BEACH BLVD					10,595	2/18 - 2/19	V							9,435	5/9 - 10/18	V			
NOR	PARK AVE	BRAMBLETON AVE	VA BEACH BLVD					16,483	4/14 - 5/7	V							16,653	3/21 - 3/22	V			
NOR	PARK AVE	VA BEACH BLVD	PRINCESS ANNE RD					14,918	5/13 - 5/14	V							13,775	3/20 - 3/22	V			
NOR	PRINCESS ANNE RD	HAMPTON BLVD	COLLEY AVE					6,249	5/6 - 6/17	V							6,614	4/24 - 4/25	V			
NOR	PRINCESS ANNE RD	COLLEY AVE	LLEWELLYN AVE					8,777	5/20 - 5/21	V							9,137	4/24 - 4/25	V			
NOR	PRINCESS ANNE RD	LLEWELLYN AVE	MONTICELLO AVE					9,720	4/15 - 4/16	V							11,419	4/24 - 4/25	V			
NOR	PRINCESS ANNE RD	MONTICELLO AVE	CHURCH ST					9,986	4/15 - 4/16	V							9,123	4/24 - 4/25	V			
NOR	PRINCESS ANNE RD	CHURCH ST	TIDEWATER DR					17,628	4/22 - 4/23	V							13,034	4/24 - 4/25	V			
NOR	PRINCESS ANNE RD	TIDEWATER DR	MAY AVE					23,335	4/22 - 4/23	V							16,293	9/11 - 9/12	V			
NOR	PRINCESS ANNE RD	MAY AVE	PARK AVE					23,335	4/22 - 4/23	V							16,293	9/11 - 9/12	V			
NOR	PRINCESS ANNE RD	PARK AVE	BALLENTINE BLVD					19,530	5/19 - 5/21	V							17,853	3/20 - 3/22	V			
NOR	PRINCESS ANNE RD	BALLENTINE BLVD	INGLESIDE RD		23,558	Wkdy average	V	23,581	Wkdy average	V	23,047	Wkdy average	V	22,672	Wkdy average	V	22,539	Wkdy average	V	22,511	Wkdy average	V
NOR	PRINCESS ANNE RD	INGLESIDE RD	AZALEA GARDEN RD		23,558	Wkdy average	V	23,581	Wkdy average	V	23,047	Wkdy average	V	22,672	Wkdy average	V	22,539	Wkdy average	V	22,511	Wkdy average	V
NOR	PRINCESS ANNE RD	AZALEA GARDEN RD	SEWELLS POINT RD					25,124	5/19 - 5/20	V							22,923	3/20 - 3/22	V			
NOR	PRINCESS ANNE RD	SEWELLS POINT RD	MILITARY HWY					25,124	5/19 - 5/20	V							22,923	3/20 - 3/22	V			
NOR	ROBIN HOOD RD	CHESAPEAKE BLVD	SEWELLS POINT RD					6,567	2/11 - 3/26	V							6,158	9/19 - 9/20	V			
NOR	ROBIN HOOD RD	SEWELLS POINT RD	AZALEA GARDEN RD					5,440	2/11 - 2/12	V							4,647	9/19 - 9/20	V			
NOR	ROBIN HOOD RD	AZALEA GARDEN RD	ELLSMERE AVE					9,552	2/11 - 2/12	V							7,799	0/16 - 10/1	V			
NOR	ROBIN HOOD RD	ELLSMERE AVE	MILITARY HWY					12,217	2/11 - 2/12	V							9,910	9/18 - 9/19	V			
NOR	SEWELLS POINT RD	PRINCESS ANNE RD	AZALEA GARDEN RD					13,686	4/28 - 4/29	V							12,708	9/18 - 9/19	V			
NOR	SEWELLS POINT RD	AZALEA GARDEN RD	ROBIN HOOD RD					13,686	4/28 - 4/29	V							12,708	9/18 - 9/19	V			
NOR	SEWELLS POINT RD	ROBIN HOOD RD	CHESAPEAKE BLVD					13,686	4/28 - 4/29	V							12,708	9/18 - 9/19	V			
NOR	SEWELLS POINT RD	CHESAPEAKE BLVD	PARTRIDGE ST					9,124	2/11 - 2/12	V							8,244	9/19 - 10/18	V			
NOR	SEWELLS POINT RD	PARTRIDGE ST	PHILPOTTS RD					9,124	2/11 - 2/12	V							8,244	9/19 - 10/18	V			
NOR	SEWELLS POINT RD	PHILPOTTS RD	I-64					9,124	2/11 - 2/12	V							8,244	9/19 - 10/18	V			
NOR	SEWELLS POINT RD	I-64	LITTLE CREEK RD					9,124	2/11 - 2/12	V							8,244	9/19 - 10/18	V			
NOR	SHORE DRIVE	21ST BAY ST	LITTLE CREEK RD					23,876	4/21 - 4/30	V							23,818	4/18 - 4/19	V			
NOR	SHORE DRIVE	LITTLE CREEK RD	VA BEACH CL					34,434	4/21 - 4/22	V	30,596	11/9 - 11/10	C	36,751	6/21	C	38,367	0/23 - 10/2	C	34,182	7/2	C
NOR	SOUTH MAIN ST	I-464	BAINBRIDGE BLVD					5,270	4/8 - 4/9	V							8,884	3/27 - 3/29	V			
NOR	SOUTH MAIN ST	BAINBRIDGE BLVD	LIBERTY ST					5,270	4/8 - 4/9	V							8,884	3/27 - 3/29	V			
NOR	SOUTH MAIN ST	LIBERTY ST	BERKLEY AVE					5,270	4/8 - 4/9	V							8,884	3/27 - 3/29	V			
NOR	ST PAULS BLVD	WATERSIDE DR	CITY HALL AVE					16,085	2/18 - 3/26	V												
NOR	ST PAULS BLVD	CITY HALL AVE	I-264 RAMP/MACARTHUR MALL					43,558	5/13 - 6/24	V							44,308	1/13 - 12/1	V			
NOR	ST PAULS BLVD	I-264 RAMP/MACARTHUR MALL	BRAMBLETON AVE					43,558	5/13 - 6/24	V							44,308	1/13 - 12/1	V			
NOR	ST PAULS BLVD	BRAMBLETON AVE	MONTICELLO AVE					24,199	5/5 - 5/7	V							22,671	5/15 - 5/16	V			
NOR	STATE ST	LIBERTY ST	BERKLEY AVE														4,000		E			
NOR	STATE ST	BERKLEY AVE	I-464 RAMP					1,665	6/10 - 6/11	V							1,705	1/13 - 11/1	V			
NOR	THOLE ST	GRANBY ST	TIDEWATER DR					11,383	5/6 - 5/7	V							10,586	0/16 - 10/1	V			
NOR	TIDEWATER DR	CITY HALL AVE	BRAMBLETON AVE					24,512	3/4 - 3/5	V							22,911	2/11 - 12/2	V			

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
NOR	TIDEWATER DR	BRAMBLETON AVE	VA BEACH BLVD					33,995	4/8 - 4/9	V							33,980	3/20 - 3/22	V			
NOR	TIDEWATER DR	VA BEACH BLVD	PRINCESS ANNE RD					33,225	4/8 - 4/9	V							31,834	3/20 - 3/22	V			
NOR	TIDEWATER DR	PRINCESS ANNE RD	LAFAYETTE BLVD					33,225	4/8 - 4/9	V							31,834	3/20 - 3/22	V			
NOR	TIDEWATER DR	LAFAYETTE BLVD	CROMWELL DR					31,528	4/8 - 4/9	V							28,766	3/21 - 3/22	V			
NOR	TIDEWATER DR	CROMWELL DR	NORVIEW AVE		41,267	Wkdy average	V				37,817	Wkdy average	V	39,390	Wkdy average	V	39,975	Wkdy average	V	41,186	Wkdy average	V
NOR	TIDEWATER DR	NORVIEW AVE	THOLE ST					39,627	4/8 - 4/9	V							37,332	3/20 - 3/22	V			
NOR	TIDEWATER DR	THOLE ST	I-64					39,627	4/8 - 4/9	V							37,332	3/20 - 3/22	V			
NOR	TIDEWATER DR	I-64	LITTLE CREEK RD					31,401	5/20 - 5/21	V							32,206	3/20 - 3/22	V			
NOR	TIDEWATER DR	LITTLE CREEK RD	BAYVIEW BLVD					19,672	4/8 - 4/9	V							19,072	3/20 - 3/22	V			
NOR	TIDEWATER DR	BAYVIEW BLVD	GRANBY ST					13,330	4/8 - 4/9	V							13,040	3/20 - 3/22	V			
NOR	TIDEWATER DR	GRANBY ST	OCEAN VIEW AVE					6,682	4/8 - 4/9	V							8,867	5/9 - 5/10	V			
NOR	VA BEACH BLVD	OLNEY RD	GRANBY ST					6,362	5/27 - 5/28	V							6,415	3/14 - 3/15	V			
NOR	VA BEACH BLVD	GRANBY ST	MONTICELLO AVE					5,659	3/4 - 3/5	V							5,936	3/13 - 5/10	V			
NOR	VA BEACH BLVD	MONTICELLO AVE	CHURCH ST					13,427	5/27 - 5/28	V							15,176	3/13 - 3/14	V			
NOR	VA BEACH BLVD	CHURCH ST	TIDEWATER DR					13,427	5/27 - 5/28	V							15,176	3/13 - 3/14	V			
NOR	VA BEACH BLVD	TIDEWATER DR	PARK AVE														16,140	3/13 - 3/15	V			
NOR	VA BEACH BLVD	PARK AVE	BALLENTINE BLVD					15,796	5/27 - 5/28	V							18,166	3/13 - 3/15	V			
NOR	VA BEACH BLVD	BALLENTINE BLVD	INGLESIDE RD														32,142	3/13 - 3/15	V			
NOR	VA BEACH BLVD	INGLESIDE RD	AZALEA GARDEN RD														32,142	3/13 - 3/15	V			
NOR	VA BEACH BLVD	AZALEA GARDEN RD	JETT ST														31,282	3/13 - 3/15	V			
NOR	VA BEACH BLVD	JETT ST	MILITARY HWY														31,282	3/13 - 3/15	V			
NOR	VA BEACH BLVD	MILITARY HWY	GLENROCK RD					27,227	5/20 - 5/21	V							28,853	3/13 - 3/15	V			
NOR	VA BEACH BLVD	GLENROCK RD	KEMPSVILLE RD					27,227	5/20 - 5/21	V							28,853	3/13 - 3/15	V			
NOR	VA BEACH BLVD	KEMPSVILLE RD	NEWTOWN RD					29,241	6/3 - 6/4	V							30,166	3/20 - 3/22	V			
NOR	WESLEYAN DR	NORTHAMPTON BLVD	NCL VA BEACH					20,585	4/29 - 4/30	V												
NOR	WILLOW WOOD DR	GRANBY ST	TIDEWATER DR					11,683	5/12 - 5/13	V							11,835	0/10 - 10/1	V			
NOR	WILSON RD	BERKLEY AVE/CHESAPEAKE CL	INDIAN RIVER RD					9,052	5/13 - 5/14	V							8,616	5/15 - 5/16	V			
NOR	WILSON RD	INDIAN RIVER RD	CAMPOSTELLA RD					9,052	5/13 - 5/14	V							8,616	5/15 - 5/16	V			
POQ	EAST YORKTOWN RD	YORK CL	HUNT'S NECK RD								4,114	7/20 - 7/21	V							3,976	7/23	V
POQ	EAST YORKTOWN RD	HUNT'S NECK RD	POQUOSON AVE								7,860	7/20 - 7/21	V							7,714	7/23 - 7/24	V
POQ	LITTLE FLORIDA RD	WYTHE CREEK RD	POQUOSON AVE								12,001	7/20	V							12,347	7/23	V
POQ	POQUOSON AVE	WYTHE CREEK RD	LITTLE FLORIDA RD								3,496	0/26 - 10/2	V									
POQ	VICTORY BLVD	YORK CL	WYTHE CREEK RD								13,315	7/20	V							12,962	7/23	V
POQ	WYTHE CREEK RD	HAMPTON CL	ALPHUS ST								13,551	7/20 - 8/26	V							13,218	7/23	V
POQ	WYTHE CREEK RD	ALPHUS ST	LITTLE FLORIDA RD								13,551	7/20 - 8/26	V							13,218	7/23	V
POQ	WYTHE CREEK RD	LITTLE FLORIDA RD	HUDGINS RD								13,213	7/20 - 7/21	V							13,249	8/21 - 8/22	V
POQ	WYTHE CREEK RD	HUDGINS RD	POQUOSON AVE								8,495	7/20 - 7/21	V							8,651	8/28 - 8/29	V
PORT	AIRLINE BLVD	CHESAPEAKE CL	GREENWOOD DR								13,191	9/21 - 9/22	V							12,236	7/23 - 7/24	V
PORT	AIRLINE BLVD	GREENWOOD DR	ELMHURST LN								14,071	9/21 - 9/22	V							11,342	7/23 - 7/24	V
PORT	AIRLINE BLVD	ELMHURST LN	.55 MI E ELMHURST LN								11,225	9/21 - 9/22	V							9,573	7/23 - 7/24	V
PORT	AIRLINE BLVD	.55 MI E ELMHURST LN	VICTORY BLVD								11,225	9/21 - 9/22	V							9,573	7/23 - 7/24	V
PORT	AIRLINE BLVD	VICTORY BLVD	PORTSMOUTH BLVD								12,787	9/22	V							11,634	7/23 - 7/24	V
PORT	AIRLINE BLVD	PORTSMOUTH BLVD	FREDERICK BLVD								15,982	9/21 - 9/22	V							14,616	8/14 - 8/15	V
PORT	AIRLINE BLVD	FREDERICK BLVD	HIGH ST								20,351	9/21 - 9/22	V							19,951	7/23 - 7/24	V
PORT	CAVALIER BLVD	CHESAPEAKE CL	GREENWOOD DR								10,124	0/19 - 10/2	V							10,773	10/2 - 10/3	V
PORT	CEDAR LN	HIGH ST	W NORFOLK RD								12,061	10/6 - 10/7	V							11,799	9/11 - 9/12	V
PORT	CEDAR LN	W NORFOLK RD	WESTERN FREEWAY								15,545	10/6 - 10/7	V							16,002	11/6 - 11/7	V
PORT	CEDAR LN	WESTERN FREEWAY	S PERIMETER RD								10,512	1/17 - 11/1	V							10,513	9/11 - 9/12	V
PORT	CHURCHLAND BLVD	CHESAPEAKE CL	W NORFOLK RD								13,666	10/6 - 10/7	V							13,615	0/23 - 10/2	V
PORT	CHURCHLAND BLVD	W NORFOLK RD	TYRE NECK RD								9,727	11/3 - 11/4	V							9,324	0/23 - 10/2	V

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES															
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
PORT	CHURCHLAND BLVD	TYRE NECK RD	HIGH ST								10,022	11/16 - 12/1	V							9,851	0/29 - 10/3	V
PORT	COAST GUARD BLVD	CEDAR LN	COAST GUARD BASE GATE								3,409	11/2 - 11/3	V							3,101	10/1 - 10/2	V
PORT	COUNTY ST	CONSTITUTION AVE	PENINSULA AVE								4,782	11/2 - 11/4	V							5,145	10/1 - 10/2	V
PORT	COUNTY ST	PENINSULA AVE	ELM AVE																	5,722	10/1 - 10/2	V
PORT	COUNTY ST	ELM AVE	EFFINGHAM ST								5,131	11/3 - 11/4	V									
PORT	COURT ST	PAVILION DR	COUNTY ST								8,790	11/2 - 11/3	V									
PORT	COURT ST	COUNTY ST	HIGH ST								8,322	11/3 - 11/17	V									
PORT	COURT ST	HIGH ST	LONDON BLVD								4,129	11/2 - 11/3	V							3,648	0/22 - 10/2	V
PORT	COURT ST	LONDON BLVD	CRAWFORD PKWY								2,346	11/3 - 11/4	V							1,415	0/22 - 10/2	V
PORT	CRAWFORD PKWY	EFFINGHAM ST	CRAWFORD ST								2,214	11/3 - 11/4	V							3,599	0/22 - 10/2	V
PORT	CRAWFORD ST	CRAWFORD PKWY	LONDON BLVD																	4,000		E
PORT	CRAWFORD ST	LONDON BLVD	HIGH ST								5,207	11/3 - 11/4	V							5,327	10/2 - 11/7	V
PORT	CRAWFORD ST	HIGH ST	COUNTY ST								5,571	11/3 - 11/4	V							5,399	11/6 - 11/7	V
PORT	CRAWFORD ST/BART ST	COUNTY ST	COURT ST								5,562	11/3 - 11/4	V							5,696	11/6 - 11/7	V
PORT	DEEP CREEK BLVD	VICTORY BLVD	GREENWOOD DR								6,803	0/12 - 10/1	V							7,096	9/18 - 9/19	V
PORT	DEEP CREEK BLVD	GREENWOOD DR	PORTSMOUTH BLVD								8,966	0/12 - 10/1	V							8,835	9/18 - 9/19	V
PORT	DEEP CREEK BLVD	PORTSMOUTH BLVD	FREDERICK BLVD								9,342	0/12 - 10/1	V							9,427	9/18 - 9/19	V
PORT	DEEP CREEK BLVD	FREDERICK BLVD	DES MOINES AVE								5,085	0/12 - 10/1	V							5,026	1/13 - 11/1	V
PORT	DES MOINES AVE	DEEP CREEK BLVD	I-264																	7,193	9/24 - 11/14	V
PORT	EFFINGHAM ST	PORTSMOUTH BLVD	I-264								29,345	9/22 - 9/23	V							23,715	8/6 - 8/7	V
PORT	EFFINGHAM ST	I-264	SOUTH ST								38,830	9/22 - 9/23	V							30,858	8/14 - 8/15	V
PORT	EFFINGHAM ST	SOUTH ST	HIGH ST								28,279	9/22 - 9/23	V							25,793	8/6 - 8/8	V
PORT	EFFINGHAM ST	HIGH ST	LONDON BLVD								25,149	9/22 - 9/23	V							22,651	8/14 - 8/15	V
PORT	EFFINGHAM ST	LONDON BLVD	NORTH ST								16,322	0/20 - 10/2	V							16,741	10/2 - 11/20	V
PORT	EFFINGHAM ST	NORTH ST	CRAWFORD PKWY								15,467	0/20 - 10/2	V							16,250	10/2 - 10/3	V
PORT	EFFINGHAM ST	CRAWFORD PKWY	NAVAL MEDICAL CENTER								15,433	0/20 - 10/2	V							16,724	10/2 - 10/3	V
PORT	ELM AVE	LONDON BLVD	HIGH ST								4,847	11/3 - 11/4	V							6,746	0/22 - 10/2	V
PORT	ELM AVE	HIGH ST	COUNTY ST								6,472	11/3 - 11/4	V							10,390	0/22 - 10/2	V
PORT	ELM AVE	COUNTY ST	SOUTH ST								6,227	11/3 - 11/4	V							11,236	0/22 - 10/2	V
PORT	ELM AVE	SOUTH ST	I-264																	8,011	0/22 - 10/2	V
PORT	ELM AVE	I-264	PORTSMOUTH BLVD																	8,011	0/22 - 10/2	V
PORT	ELM AVE	PORTSMOUTH BLVD	GEORGE WASHINGTON HWY								3,647	11/3 - 11/4	V									
PORT	ELM AVE	GEORGE WASHINGTON HWY	VICTORY BLVD								5,146	11/3 - 11/4	V							6,941	6/4 - 6/5	V
PORT	ELM AVE	VICTORY BLVD	BURTONS POINT RD								2,782	12/8 - 12/9	V							8,760	6/5 - 6/6	V
PORT	ELM AVE (S NORFOLK JORDAN BR	BURTONS POINT RD	CHESAPEAKE CL																	6,933	6/5 - 6/6	V
PORT	ELMHURST LN	GARWOOD AVE	AIRLINE BLVD								4,393	11/3 - 11/4	V							3,652	9/25 - 9/26	V
PORT	ELMHURST LN	AIRLINE BLVD	PORTSMOUTH BLVD								6,649	11/2 - 11/3	V							7,254	9/25 - 9/26	V
PORT	FREDERICK BLVD	GEORGE WASHINGTON HWY	PORTSMOUTH BLVD								14,464	8/31 - 9/1	V							13,006	7/23 - 7/24	V
PORT	FREDERICK BLVD	PORTSMOUTH BLVD	DEEP CREEK BLVD								17,672	8/31 - 9/1	V							15,594	7/23 - 7/24	V
PORT	FREDERICK BLVD	DEEP CREEK BLVD	I-264								24,091	8/31 - 9/1	V							21,068	7/23 - 7/24	V
PORT	FREDERICK BLVD	I-264	TURNPIKE RD								42,632	11/3 - 11/4	V							39,002	8/6 - 8/8	V
PORT	FREDERICK BLVD	TURNPIKE RD	AIRLINE BLVD								27,947	11/2 - 11/4	V							28,337	8/6 - 8/7	V
PORT	FREDERICK BLVD	AIRLINE BLVD	HIGH ST								18,663	11/2 - 11/4	V							17,688	8/14 - 8/15	V
PORT	GARWOOD AVE	GREENWOOD DR	ELMHURST LN								3,896	11/2 - 11/3	V							3,164	12/4 - 12/5	V
PORT	GEORGE WASHINGTON HWY	CHESAPEAKE CL	VICTORY BLVD								25,961	11/3 - 11/4	V							23,417	8/21 - 8/22	V
PORT	GEORGE WASHINGTON HWY	VICTORY BLVD	DAVIS ST								22,009	9/14 - 9/16	V							20,102	8/7 - 8/8	V
PORT	GEORGE WASHINGTON HWY	DAVIS ST	GREENWOOD DR								24,218	9/14 - 9/16	V									
PORT	GEORGE WASHINGTON HWY	GREENWOOD DR	FREDERICK BLVD								26,076	9/14 - 9/16	V									
PORT	GEORGE WASHINGTON HWY	FREDERICK BLVD	ELM AVE								18,527	1/17 - 11/1	V							17,831	8/21 - 8/22	V
PORT	GEORGE WASHINGTON HWY	ELM AVE	PORTSMOUTH BLVD								17,405	9/22 - 9/23	V							15,880	8/6 - 8/7	V

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
PORT	GREENWOOD DR	AIRLINE BLVD	I-264								16,504	0/19 - 10/2	V							17,319	9/17 - 9/18	V
PORT	GREENWOOD DR	I-264	CAVALIER BLVD								14,770	0/13 - 10/1	V							15,488	9/17 - 9/18	V
PORT	GREENWOOD DR	CAVALIER BLVD	VICTORY BLVD								10,491	0/19 - 10/2	V							10,209	9/17 - 9/18	V
PORT	GREENWOOD DR	VICTORY BLVD	INDEPENDENCE ST								4,530	0/19 - 10/2	V							4,181	9/17 - 9/18	V
PORT	GREENWOOD DR	INDEPENDENCE ST	DEEP CREEK BLVD								4,645	0/13 - 10/1	V							4,154	9/17 - 9/18	V
PORT	GREENWOOD DR	DEEP CREEK BLVD	GEORGE WASHINGTON HWY								3,420	0/19 - 10/2	V							3,389	9/17 - 9/18	V
PORT	HARBOR ST	TURNPIKE RD	HIGH ST								5,258	0/20 - 10/2	V							6,097	7/31 - 8/1	V
PORT	HIGH ST	TYRE NECK RD	CHURCHLAND BLVD								19,933	9/14 - 9/16	V							17,526	9/24 - 9/25	V
PORT	HIGH ST	CHURCHLAND BLVD	CEDAR LA								25,381	9/14 - 9/16	V							24,582	7/23 - 7/24	V
PORT	HIGH ST	CEDAR LA	RODMAN AVE								29,976	9/14 - 9/16	V							27,268	8/7 - 8/8	V
PORT	HIGH ST	RODMAN AVE	FREDERICK BLVD								23,703	11/3 - 11/4	V							25,456	7/23 - 8/15	V
PORT	HIGH ST	FREDERICK BLVD	AIRLINE BLVD								14,766	0/20 - 10/2	V							13,971	12/4 - 12/5	V
PORT	HIGH ST	AIRLINE BLVD	MT VERNON AVE								11,988	0/20 - 10/2	V							11,683	0/22 - 10/2	V
PORT	HIGH ST	MT VERNON AVE	M L K FWY								12,626	0/20 - 10/2	V							12,495	0/22 - 10/2	V
PORT	HIGH ST	M L K FWY	ELM AVE								15,017	11/2 - 11/3	V							16,239	0/23 - 10/2	V
PORT	HIGH ST	ELM AVE	EFFINGHAM ST								11,721	1/16 - 11/1	V							11,209	0/23 - 10/2	V
PORT	HIGH ST	EFFINGHAM ST	CRAWFORD ST								6,974	11/2 - 11/3	V							8,135	0/22 - 10/2	V
PORT	LONDON BLVD	HIGH ST	MT VERNON AVE								20,631	10/19	V							20,259	9/10 - 9/11	V
PORT	LONDON BLVD	MT VERNON AVE	M L K FWY								20,631	10/19	V							20,259	9/10 - 9/11	V
PORT	LONDON BLVD	M L K FWY	ELM AVE								28,332	0/19 - 10/2	V							28,023	9/10 - 9/11	V
PORT	LONDON BLVD	ELM AVE	EFFINGHAM ST								25,472	11/2 - 11/18	V							24,986	9/4 - 9/5	V
PORT	LONDON ST	EFFINGHAM ST	CRAWFORD ST								7,675	0/13 - 10/1	V							7,362	9/24 - 9/25	V
PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	NORFOLK CL		41,280	Wkdy average	T	41,115	Wkdy average	T	40,962	Wkdy average	T	41,390	Wkdy average	T	40,803	Wkdy average	T	40,744	Wkdy average	T
PORT	PORTCENTRE PKWY	PORTSMOUTH BLVD	CRAWFORD ST								9,483	1/17 - 11/1	V									
PORT	PORTSMOUTH BLVD	CHESAPEAKE CL	ELMHURST LN								28,561	0/19 - 10/2	V							28,230	8/7 - 8/8	V
PORT	PORTSMOUTH BLVD	ELMHURST LN	VICTORY BLVD								21,695	0/19 - 10/2	V									
PORT	PORTSMOUTH BLVD	VICTORY BLVD	AIRLINE BLVD								15,823	11/3 - 11/4	V							14,388	8/7 - 8/8	V
PORT	PORTSMOUTH BLVD	AIRLINE BLVD	TURNPIKE RD								17,093	11/3 - 11/4	V									
PORT	PORTSMOUTH BLVD	TURNPIKE RD	I-264								12,427	12/8 - 12/9	V									
PORT	PORTSMOUTH BLVD	I-264	DEEP CREEK BLVD								11,196	1/17 - 11/1	V							11,534	9/17 - 9/18	V
PORT	PORTSMOUTH BLVD	DEEP CREEK BLVD	FREDERICK BLVD								7,198	11/2 - 11/3	V							7,036	8/21 - 8/22	V
PORT	PORTSMOUTH BLVD	FREDERICK BLVD	ELM AVE								10,524	11/2 - 11/3	V							9,017	9/17 - 9/18	V
PORT	PORTSMOUTH BLVD	ELM AVE	EFFINGHAM ST								7,495	10/6 - 10/7	V							6,242	9/17 - 9/18	V
PORT	PORTSMOUTH BLVD	EFFINGHAM ST	PORTCENTRE PKWY								4,825	10/6 - 10/7	V							4,462	9/4 - 9/5	V
PORT	TOWNE POINT RD	SUFFOLK CL	TWIN PINES RD								11,036	11/2 - 11/3	V							10,320	9/4 - 9/5	V
PORT	TOWNE POINT RD	TWIN PINES RD	WESTERN FREEWAY								23,596	11/3 - 11/4	V							22,079	10/1 - 10/2	V
PORT	TOWNE POINT RD	WESTERN FREEWAY	CHESAPEAKE CL								22,234	11/3 - 11/4	V							23,099	9/4 - 9/5	V
PORT	TURNPIKE RD	PORTSMOUTH BLVD	FREDERICK BLVD								4,762	11/2 - 11/3	V							4,217	7/31 - 8/1	V
PORT	TURNPIKE RD	FREDERICK BLVD	HOWARD ST								12,066	11/2 - 11/3	V							11,614	11/6 - 11/7	V
PORT	TURNPIKE RD	HOWARD ST	HARBOR DR								9,992	11/2 - 11/3	V							9,647	11/6 - 11/7	V
PORT	TURNPIKE RD	HARBOR DR	COUNTY ST								9,992	11/2 - 11/3	V							9,647	11/6 - 11/7	V
PORT	TWIN PINES RD	TOWNE POINT RD	HEDGEROW LN								10,018	10/6 - 10/7	V							9,751	9/11 - 9/12	V
PORT	TYRE NECK RD	CHESAPEAKE CL	HIGH ST								11,172	11/3 - 11/4	V							11,474	9/10 - 9/11	V
PORT	TYRE NECK RD	HIGH ST	CHURCHLAND BLVD								5,392	11/3 - 11/4	V							5,655	9/10 - 9/11	V
PORT	TYRE NECK RD	CHURCHLAND BLVD	WEST NORFOLK RD								3,505	11/3 - 11/4	V									
PORT	VICTORY BLVD	PORTSMOUTH BLVD	AIRLINE BLVD								8,248	0/19 - 10/2	V							8,883	8/7 - 8/8	V
PORT	VICTORY BLVD	AIRLINE BLVD	I-264								29,330	0/19 - 10/2	V							20,995	8/7 - 8/8	V
PORT	VICTORY BLVD	I-264	GREENWOOD DR								22,534	0/19 - 10/2	V									
PORT	VICTORY BLVD	GREENWOOD DR	DEEP CREEK BLVD								15,788	0/19 - 10/2	V							17,642	8/7 - 8/8	V
PORT	VICTORY BLVD	DEEP CREEK BLVD	GEORGE WASHINGTON HWY								16,660	0/19 - 10/2	V							18,078	8/21 - 8/22	V

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
PORT	VICTORY BLVD	GEORGE WASHINGTON HWY	AFTON PKWY								9,822	0/19 - 10/2	V							10,324	6/18 - 6/19	V
PORT	VICTORY BLVD	AFTON PKWY	ELM AVE								4,701	0/19 - 10/2	V							6,691	6/4 - 6/5	V
PORT	W NORFOLK RD	CHURCHLAND BLVD	TYRE NECK RD								3,316	10/6 - 10/7	V							3,309	9/10 - 9/11	V
PORT	W NORFOLK RD	TYRE NECK RD	CEDAR LN								6,182	10/6 - 10/7	V							6,568	9/10 - 9/11	V
PORT	W NORFOLK RD	CEDAR LN	WESTERN FWY								4,655	10/5 - 10/7	V							4,916	9/10 - 9/11	V
PORT	WESTERN BRANCH BLVD	CHESAPEAKE CL	TYRE NECK RD								22,125	9/14 - 9/16	V									
SH	BUS ROUTE 58	ROUTE 35	ECL COURTLAND					6,013	2/24 - 2/25	V							6,301	2/7 - 2/9	V			
SH	BUS ROUTE 58	ECL COURTLAND	ROUTE 58					6,013	2/24 - 2/25	V							6,301	2/7 - 2/9	V			
SH	BUSINESS ROUTE 58 (CAMP PKWY	ROUTE 58	DELAWARE RD (RTE 687)		3,213	Wkdy average	V	3,222	Wkdy average	V				3,158	Wkdy average	V	3,278	Wkdy average	V	3,276	Wkdy average	V
SH	BUSINESS ROUTE 58 (CAMP PKWY	DELAWARE RD (RTE 687)	FRANKLIN CL		3,213	Wkdy average	V	3,222	Wkdy average	V				3,158	Wkdy average	V	3,278	Wkdy average	V	3,276	Wkdy average	V
SH	ROUTE 35	NC STATE LINE	SCL BOYKINS					1,485	1/27 - 2/25	V							1,432	2/7 - 2/9	V			
SH	ROUTE 35	SCL BOYKINS	ROUTE 1324					1,485	1/27 - 2/25	V							1,432	2/7 - 2/9	V			
SH	ROUTE 35	ROUTE 1324	ROUTE 186					1,485	1/27 - 2/25	V							1,432	2/7 - 2/9	V			
SH	ROUTE 35	ROUTE 186	NCL BOYKINS					3,611	1/27 - 2/25	V							3,952	2/7 - 2/9	V			
SH	ROUTE 35	NCL BOYKINS	ROUTE 671					3,611	1/27 - 2/25	V							3,952	2/7 - 2/9	V			
SH	ROUTE 35	ROUTE 671	GRAYS SHOP RD (RTE 673)					1,331	1/27 - 1/28	V							1,478	2/7 - 2/9	V			
SH	ROUTE 35	GRAYS SHOP RD (RTE 673)	ROUTE 58					1,347	1/27 - 1/28	V							1,467	2/7 - 2/9	V			
SH	ROUTE 35/BUS ROUTE 58	ROUTE 58	WCL COURTLAND					2,726	1/27 - 1/28	V							3,180	2/7 - 2/9	V			
SH	ROUTE 35/BUS ROUTE 58	WCL COURTLAND	BUS RTE 58					2,726	1/27 - 1/28	V							3,180	2/7 - 2/9	V			
SH	ROUTE 35	BUS RTE 58	NCL COURTLAND					4,020	1/27 - 1/28	V							4,556	2/7 - 2/9	V			
SH	ROUTE 35	NCL COURTLAND	IVOR RD (RTE 616)					4,020	1/27 - 1/28	V							4,556	2/7 - 2/9	V			
SH	ROUTE 35	IVOR RD (RTE 616)	CARYS BRIDGE RD (RTE 653)					1,953	1/28 - 1/29	V							2,038	2/7 - 2/9	V			
SH	ROUTE 35	CARYS BRIDGE RD (RTE 653)	SUSSEX CL					1,862	1/28 - 1/29	V							1,901	2/7 - 2/9	V			
SH	ROUTE 58	GREENSVILLE CL	ADAMS GROVE RD (RTE 615)					11,211	2/3 - 2/4	V							11,935	1/25 - 1/26	V			
SH	ROUTE 58	ADAMS GROVE RD (RTE 615)	DREWRY RD (RTE 659)					10,703	2/3 - 2/4	V							11,696	1/25 - 1/26	V			
SH	ROUTE 58	DREWRY RD (RTE 659)	PINOPOLIS RD (ROUTE 653)					11,080	2/3 - 2/4	V							11,921	1/25 - 1/26	V			
SH	ROUTE 58	PINOPOLIS RD (ROUTE 653)	ROUTE 35					13,463	3/24 - 3/25	V							13,249		V	12,112	Wkdy average	V
SH	ROUTE 58	ROUTE 35	BUS RTE 58 W					14,019	2/3 - 2/4	V							13,449	1/25 - 1/26	V			
SH	ROUTE 58	BUS RTE 58 W	CAMP PKWY (BUS RTE 58 E)		19,116	Wkdy average	V	18,956	Wkdy average	V	18,878	Wkdy average	V	18,405	Wkdy average	V	18,110	Wkdy average	V	19,457	Wkdy average	V
SH	ROUTE 58	CAMP PKWY (BUS RTE 58 E)	ARMORY DR (RTE 671)					16,602	2/3 - 2/4	V							16,452	2/22 - 2/23	V			
SH	ROUTE 58	ARMORY DR (RTE 671)	ROUTE 258					16,602	2/3 - 2/4	V							16,452	2/22 - 2/23	V			
SH	ROUTE 58	ROUTE 258	PRETLOW RD (RTE 714)					16,546	2/26 - 3/25	V							16,382	1/25 - 1/26	V			
SH	ROUTE 58	PRETLOW RD (RTE 714)	SUFFOLK CL		17,541	10/7 - 10/8	V							17,413	0/18 - 11/1	V						
SH	ROUTE 186	NC STATE LINE	WCL BRANCHVILLE					1,062	2/24 - 4/9	V							963	2/1 - 2/23	V			
SH	ROUTE 186	WCL BRANCHVILLE	JOYNER RD (RTE 701)					1,062	2/24 - 4/9	V							963	2/1 - 2/23	V			
SH	ROUTE 186	JOYNER RD (RTE 701)	ECL BRANCHVILLE					1,119	1/27 - 1/28	V							1,407	2/1 - 2/2	V			
SH	ROUTE 186	ECL BRANCHVILLE	WCL BOYKINS					1,119	1/27 - 1/28	V							1,407	2/1 - 2/2	V			
SH	ROUTE 186	WCL BOYKINS	ROUTE 35					1,627	1/27 - 1/28	V							2,021	2/1 - 2/2	V			
SH	ROUTE 189	ROUTE 258	PRETLOW RD (RTE 714)					1,879	2/4 - 2/5	V							1,636	2/15 - 2/16	V			
SH	ROUTE 189	PRETLOW RD (RTE 714)	SUFFOLK CL					2,373	2/4 - 2/5	V							2,157	2/15 - 2/16	V			
SH	ROUTE 258	NC STATE LINE	ROUTE 189					5,498	2/4 - 2/5	V							4,817	2/15 - 2/16	V			
SH	ROUTE 258	ROUTE 189	DOGWOOD BEND RD (RTE 684)					3,645	2/4 - 2/5	V							3,292	2/15 - 2/16	V			
SH	ROUTE 258	DOGWOOD BEND RD (RTE 684)	ROUTE 58					4,325	2/4 - 2/5	V							3,991	2/22 - 2/23	V			
SH	ROUTE 460	SUSSEX CL	WCL IVOR		8,917	Wkdy average	V	8,887	Wkdy average	V	9,029	Wkdy average	V	8,784	Wkdy average	V	8,739	Wkdy average	V	9,016	Wkdy average	V
SH	ROUTE 460	WCL IVOR	ROUTE 616 (IVOR RD)		8,917	Wkdy average	V	8,887	Wkdy average	V	9,029	Wkdy average	V	8,784	Wkdy average	V	8,739	Wkdy average	V	9,016	Wkdy average	V
SH	ROUTE 460	ROUTE 616 (IVOR RD)	ECL IVOR					7,724	2/4 - 2/5	V							8,415	2/22 - 2/23	V			
SH	ROUTE 460	ECL IVOR	ISLE OF WIGHT CL					7,724	2/4 - 2/5	V							8,415	2/22 - 2/23	V			
SH	ROUTE 616	ROUTE 35	SAINT LUKES RD (RTE 633)					1,055	2/4 - 2/5	V							1,077	2/14 - 2/16	V			
SH	ROUTE 616	SAINT LUKES RD (RTE 633)	SEACOCK RD (RTE 614)					1,132	2/4 - 2/5	V							1,128	2/14 - 2/16	V			
SH	ROUTE 616	SEACOCK RD (RTE 614)	MILLFIELD RD (RTE 605)					1,469	2/4 - 2/5	V							1,475	2/14 - 2/16	V			

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
SH	ROUTE 616	MILLFIELD RD (RTE 605)	SCL IVOR					1,514	2/4 - 2/5	V							1,390	2/14 - 2/16	V			
SH	ROUTE 616	SCL IVOR	ROUTE 460					1,751	2/3	V							2,155	2/14 - 2/16	V			
SH	ROUTE 671	ROUTE 35	CROSS KEYS RD (RTE 665)					1,919	1/28 - 1/29	V							2,100	2/1 - 2/2	V			
SH	ROUTE 671	CROSS KEYS RD (RTE 665)	WCL NEWSOMS					2,410	1/28 - 1/29	V							2,286	2/1 - 2/2	V			
SH	ROUTE 671	WCL NEWSOMS	GRAYS SHOP RD (RTE 673)					2,372	1/28 - 1/29	V							2,464	2/1 - 2/2	V			
SH	ROUTE 671	GRAYS SHOP RD (RTE 673)	ECL NEWSOMS					2,427	1/28 - 1/29	V							2,349	2/1 - 2/2	V			
SH	ROUTE 671	ECL NEWSOMS	SUNBEAM RD (RTE 680)					2,886	1/28 - 1/29	V							2,787	2/1 - 2/2	V			
SH	ROUTE 671	SUNBEAM RD (RTE 680)	DELAWARE RD (RTE 687)					4,049	2/3 - 2/4	V							3,898	2/1 - 2/2	V			
SH	ROUTE 671	DELAWARE RD (RTE 687)	ROUTE 58					5,258	2/3 - 2/4	V							5,268	2/7 - 2/9	V			
SUF	BENNETTS PASTURE RD	NANSEMOND PKWY	KINGS HWY		4,762	0/29 - 10/3	V							4,822	0/11 - 10/1	V						
SUF	BENNETTS PASTURE RD	KINGS HWY	BRIDGE RD		9,075	10/7 - 10/9	V							9,110	0/11 - 10/1	V	7,621	7/31 - 8/1	C	11,295	5/9 - 5/14	C
SUF	BRIDGE RD	ISLE OF WIGHT CL	E. END CHUCKATUCK BRIDGE		14,778	9/16 - 9/17	V							15,747	0/19 - 10/2	V				17,252	5/30	C
SUF	BRIDGE RD	E. END CHUCKATUCK BRIDGE	CRITTENDEN RD		14,778	9/16 - 9/17	V							15,747	0/19 - 10/2	V				17,252	5/30	C
SUF	BRIDGE RD	CRITTENDEN RD	N. END NANSEMOND RIVER		18,815	9/16 - 9/17	V							19,840	0/19 - 10/2	V	18,466	10/31 - 11/1	C			
SUF	BRIDGE RD	N. END NANSEMOND RIVER	S. END NANSEMOND RIVER		18,815	9/16 - 9/17	V							19,840	0/19 - 10/2	V	18,466	10/31 - 11/1	C			
SUF	BRIDGE RD	S. END NANSEMOND RIVER	BENNETTS PASTURE RD		18,815	9/16 - 9/17	V							19,840	0/19 - 10/2	V	18,466	10/31 - 11/1	C			
SUF	BRIDGE RD	BENNETTS PASTURE RD	SHOULDERS HILL RD		25,420	9/16 - 9/17	V							27,266	0/19 - 10/2	V				31,675	5/30 - 6/5	C
SUF	BRIDGE RD	SHOULDERS HILL RD	HARBOUR VIEW BLVD		31,870	9/16 - 9/17	V							34,843	0/19 - 10/2	V				34,202	8/22 - 8/28	C
SUF	BRIDGE RD	HARBOUR VIEW BLVD	WESTERN FWY		30,142	9/16 - 9/17	V													38,254	8/27 - 8/28	C
SUF	BRIDGE RD	WESTERN FWY	I-664		16,831	9/16 - 9/17	V															
SUF	BRIDGE RD	I-664	COLLEGE DR		19,224	9/16 - 9/17	V							21,610	0/19 - 10/2	V						
SUF	BRIDGE RD	COLLEGE DR	CHESAPEAKE CL		23,098	Wkdy average	V	23,146	Wkdy average	V	23,324	Wkdy average	V	23,548	Wkdy average	V	23,873	Wkdy average	V	23,678	Wkdy average	V
SUF	BUCKHORN DR	ROUTE 58	INDIAN TRAIL		412	8/27 - 8/28	V							407	10/5 - 10/6	V	327	0/18 - 10/2	C			
SUF	BUCKHORN DR	INDIAN TRAIL	ISLE OF WIGHT CL		282	8/27 - 8/28	V							337	10/5 - 10/6	V						
SUF	CAROLINA RD	NC STATE LINE	RTE 642		3,863	9/9 - 9/11	V							3,646	9/28	V				4,021	4/8	C
SUF	CAROLINA RD	RTE 642	RTE 675		4,147	9/9 - 9/11	V							4,043	9/28	V						
SUF	CAROLINA RD	RTE 675	BABBTOWN RD (RTE 759)		4,476	9/9 - 9/11	V							4,303	9/28	V						
SUF	CAROLINA RD	BABBTOWN RD (RTE 759)	WHALEYVILLE BLVD		4,952	9/9 - 9/11	V							4,686	9/28	V	4,589	5/17	C	4,974	4/9	C
SUF	CAROLINA RD	WHALEYVILLE BLVD	TURLINGTON RD		15,611	9/9 - 9/11	V							15,668	9/28	V				17,263	4/9	C
SUF	CAROLINA RD	TURLINGTON RD	SW SUFFOLK BYPASS		15,611	9/9 - 9/11	V							15,668	9/28	V				17,263	4/9	C
SUF	CAROLINA RD	SW SUFFOLK BYPASS	FAYETTE ST		11,450	9/10 - 9/11	V							10,773	0/11 - 10/1	V						
SUF	COLLEGE DR	BRIDGE RD	WESTERN FREEWAY		16,836	12/2 - 12/3	V							17,513	0/18 - 10/1	V						
SUF	COLLEGE DR	WESTERN FREEWAY	HAMPTON ROADS PKWY		17,722	10/7 - 10/9	V							18,661	0/18 - 10/1	V						
SUF	COLLEGE DR	HAMPTON ROADS PKWY	I-664		21,299	10/7 - 10/9	V							19,849	0/18 - 10/1	V				17,615	8/27 - 8/28	C
SUF	COLLEGE DR	I-664	HARBOUR VIEW BLVD		12,253	10/7 - 10/9	V							7,717	11/8 - 11/9	V						
SUF	CONSTANCE RD	HOLLAND RD	PITCHKETTLE RD		8,440	11/13	V							9,086	0/11 - 10/1	V						
SUF	CONSTANCE RD	PITCHKETTLE RD	MAIN ST		11,175	10/1 - 10/2	V							9,802	0/12 - 10/1	V						
SUF	CONSTANCE RD	MAIN ST	WILROY RD		17,240	10/1 - 10/2	V							16,188	0/12 - 10/1	V				15,308	4/30 - 5/1	C
SUF	COPELAND RD	ROUTE 58	WHALEYVILLE BLVD		638	0/20 - 10/2	V							536	11/2 - 11/3	V	527	4/25 - 5/1	C			
SUF	COPELAND RD	WHALEYVILLE BLVD	CAROLINA RD														236	5/17	C	325	0/29 - 10/3	C
SUF	CRITTENDEN RD	KINGS HWY	BRIDGE RD (RTE 17)		3,193	8/26 - 8/27	V							2,819	0/19 - 10/2	V				3,087	3/27 - 3/28	C
SUF	EVERETTS RD	LAKE PRINCE DR (RTE 604)	MOORE FARM LN		1,730	8/26 - 8/27	V							1,751	1/8 - 11/10	V				1,826	3/26 - 3/28	C
SUF	EVERETTS RD	MOORE FARM LN	GODWIN BLVD		1,628	8/26 - 8/27	V							1,616	1/8 - 11/10	V						
SUF	FINNEY AVE	N MAIN ST	PINNER ST		7,517	10/7 - 10/8	V							7,548	0/11 - 10/1	V						
SUF	GODWIN BLVD	PRUDEN BLVD	SUFFOLK BYPASS		19,877	8/26 - 8/27	V							20,912	0/12 - 10/1	V						
SUF	GODWIN BLVD	SUFFOLK BYPASS	KINGS FORK RD		21,557	8/26 - 8/27	V							22,174	0/12 - 10/1	V				36,774	5/9 - 5/14	C
SUF	GODWIN BLVD	KINGS FORK ROAD	1.36 MI N OF KINGS FORK RD		12,345	8/26 - 8/27	V							11,951	0/12 - 10/1	V				12,625	3/27 - 3/28	C
SUF	GODWIN BLVD	1.36 MILES N OF KINGS FORK RD	EVERETS RD		12,345	8/26 - 8/27	V							11,951	0/12 - 10/1	V				12,625	3/27 - 3/28	C
SUF	GODWIN BLVD	EVERETS RD	KINGS HWY		12,547	8/26 - 8/27	V							12,381	0/12 - 10/1	V						
SUF	GODWIN BLVD	KINGS HWY	ISLE OF WIGHT CL		10,552	8/26 - 8/27	V							10,339	0/12 - 10/1	V				11,401	3/27 - 3/28	C

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
SUF	HAMPTON ROADS PKWY	HARBOUR VIEW BLVD	COLLEGE DR		10,472	9/16 - 9/17	V							11,657	0/18 - 10/1	V				9,464	8/22 - 8/28	C
SUF	HAMPTON ROADS PKWY	COLLEGE DR	PORTSMOUTH CL		8,770	9/16 - 9/17	V							8,827	0/18 - 10/1	V						
SUF	HARBOUR VIEW BLVD	BRIDGE RD	HAMPTON ROADS PKWY		22,002	10/21	V							18,752	0/11 - 10/1	V	16,920	5/8 - 5/10	C			
SUF	HARBOUR VIEW BLVD	HAMPTON ROADS PKWY	COLLEGE DR														10,000		E			
SUF	HOLLAND RD (BUS RTE 58)	SUFFOLK BYPASS	CONSTANCE RD		10,376	10/1 - 11/6	V							9,826	0/12 - 10/1	V	9,647	8/14 - 8/15	C	10,414	4/17 - 4/18	C
SUF	HOLLAND RD (BUS RTE 58)	RURITAN BLVD	HOLLAND RD (RTE 58)		2,709	9/23 - 9/24	V							2,699	0/19 - 10/2	V						
SUF	KINGS FORK RD	PITCHKETTLE RD	PRUDEN BLVD		2,473	8/27 - 8/28	V							2,771	11/1 - 11/3	V				2,121	3/5 - 3/6	C
SUF	KINGS FORK RD	PRUDEN BLVD	GODWIN BLVD		4,778	8/27 - 8/28	V							4,917	11/1 - 11/3	V				4,249	3/5 - 3/6	C
SUF	KINGS HWY	GODWIN BLVD	CRITTENDEN RD		3,412	8/26 - 8/27	V							3,319	10/4 - 10/6	V				3,694	3/27 - 3/28	C
SUF	KINGS HWY	BENNETTS PASTURE RD	NANSEMOND PKWY		3,086	8/26 - 8/27	V							3,105	10/4 - 10/6	V						
SUF	LAKE PRINCE DR (RTE 604)	ROUTE 460 (PRUDEN BLVD)	ROUTE 603 (EVERETTS RD)		2,311	10/7 - 10/8	V							2,241	10/5 - 10/6	V				2,233	3/5 - 3/13	C
SUF	MAIN ST	FAYETTE ST	WASHINGTON ST		12,397	9/10 - 9/11	V															
SUF	MAIN ST	WASHINGTON ST	MARKET ST		22,347	9/10 - 9/11	V							20,941	0/12 - 10/1	V	13,612	6/20 - 6/21	C			
SUF	MAIN ST	MARKET ST	CONSTANCE RD		22,347	9/10 - 9/11	V							20,941	0/12 - 10/1	V						
SUF	MAIN ST	CONSTANCE RD	PRUDEN BLVD/GODWIN BLVD								26,766	4/3 - 12/31	V	26,485	Wkdy average	V	26,659	Wkdy average	V	26,329	Wkdy average	V
SUF	MARKET ST	WASHINGTON ST	MAIN ST		4,085	11/5 - 11/6	V							4,054	11/8 - 11/10	V						
SUF	NANSEMOND PKWY	WILROY RD	BENNETTS PASTURE RD		10,584	11/13	V							11,732	9/20 - 9/22	V						
SUF	NANSEMOND PKWY	BENNETTS PASTURE RD	KINGS HWY		8,692	10/8 - 10/9	V															
SUF	NANSEMOND PKWY	KINGS HWY	SHOULDERS HILL RD		13,178	10/8 - 10/9	V															
SUF	NANSEMOND PKWY	SHOULDERS HILL RD	CHESAPEAKE CL		13,296	5/28 - 5/29	V							14,323	5/18 - 5/19	V						
SUF	PINNER ST	WASHINGTON ST	BANK ST		6,212	0/29 - 10/3	V							5,355	0/11 - 10/1	V						
SUF	PINNER ST	BANK ST	FINNEY AVE		6,212	0/29 - 10/3	V							5,355	0/11 - 10/1	V						
SUF	PINNER ST	FINNEY AVE	CONSTANCE RD		10,006	10/7 - 10/8	V							9,337	0/11 - 10/1	V						
SUF	PITCHKETTLE RD	CONSTANCE RD	SUFFOLK BYPASS		3,392	10/8 - 10/9	V										3,980	9/27	C			
SUF	PITCHKETTLE RD	SUFFOLK BYPASS	KINGS FORK RD		2,503	10/8 - 10/9	V										2,718	9/27	C			
SUF	PORTSMOUTH BLVD	WILROY RD	WASHINGTON ST		16,692	11/5 - 11/6	V							16,852	9/21 - 11/3	V				19,371	4/25 - 4/30	C
SUF	PORTSMOUTH BLVD	WASHINGTON ST	SUFFOLK BYPASS		24,369	10/1 - 10/2	V							23,284	9/21 - 9/22	V				23,463	4/25	C
SUF	PROVIDENCE RD (RTE 604)	KINGS FORK RD	ROUTE 460 (PRUDEN BLVD)		1,292	10/7 - 10/8	V							1,333	0/19 - 10/2	V						
SUF	PRUDEN BLVD	ISLE OF WIGHT CL	LAKE PRINCE DR		14,551	10/8 - 10/9	V							14,998	9/21 - 9/22	V	12,973	6/28	C	14,987	3/5 - 3/6	C
SUF	PRUDEN BLVD	LAKE PRINCE DR	KINGS FORK RD		15,848	10/8 - 10/9	V							18,251	0/19 - 10/2	V						
SUF	PRUDEN BLVD	KINGS FORK RD	SUFFOLK BYPASS		20,789	10/7 - 10/9	V							18,209	0/19 - 10/2	V						
SUF	PRUDEN BLVD	SUFFOLK BYPASS	GODWIN BLVD		10,810	12/3 - 12/4	V							10,587	9/21 - 10/20	V						
SUF	PUGHSVILLE RD	SHOULDERS HILL RD	TOWN POINT RD		5,119	9/16 - 9/17	V							5,558	0/18 - 10/1	V				6,017	5/21 - 5/23	C
SUF	PUGHSVILLE RD	TOWN POINT RD	CHESAPEAKE CL		9,837	9/3 - 9/4	V							9,750	7/26 - 7/27	V						
SUF	ROUTE 58	SOUTHAMPTON CL	RTE 189/258		17,541	10/7 - 10/8	V							17,413	0/18 - 11/1	V						
SUF	ROUTE 58	RTE 189/258	RTE 272 (S. QUAY RD)		17,192	10/7 - 10/8	V							15,663	11/2 - 11/3	V						
SUF	ROUTE 58	RTE 272	S. QUAY RD (ROUTE 189)		18,530	9/23 - 10/8	V							18,626	0/18 - 10/2	V				21,401	2/19 - 2/20	C
SUF	ROUTE 58 (HOLLAND BYPASS)	S. QUAY RD (ROUTE 189)	BUS RTE 58 (HOLLAND RD)		18,248	11/5 - 11/6	V							18,818	0/18 - 10/2	V						
SUF	ROUTE 58 (HOLLAND RD)	BUS RTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)		22,085	10/7 - 10/8	V							22,120	0/12 - 10/1	V						
SUF	ROUTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	RTE 643 (MANNING BRIDGE RD)		22,707	9/24 - 10/8	V							23,276	0/11 - 10/1	V						
SUF	ROUTE 58 (HOLLAND RD)	RTE. 643 (MANNING BRIDGE RD)	COVE POINT DR		26,910	9/24 - 9/25	V							27,861	0/19 - 11/1	V						
SUF	ROUTE 58 (HOLLAND RD)	COVE POINT DR	SUFFOLK BYPASS		28,798	10/7 - 10/8	V							30,165	9/22	V						
SUF	ROUTE 189 (IN HOLLAND)	RTE 58 (SOUTH OF HOLLAND)	BUS RTE 58 (RURITAN BLVD)		710	0/28 - 10/2	V							741	11/8 - 11/10	V	883	0/18 - 10/2	C			
SUF	ROUTE 189	SOUTHAMPTON CL	RTE 272		2,025	0/15 - 10/1	V													1,737	2/19 - 2/20	C
SUF	ROUTE 189	RTE 272	RTE 58		2,626	0/15 - 10/1	V										1,740	4/5	C	1,726	2/19 - 2/20	C
SUF	ROUTE 258	RTE 58	ISLE OF WIGHT CL		3,569	0/15 - 10/1	V										2,510	4/5	C	2,992	2/19	C
SUF	ROUTE 272	ROUTE 189	ROUTE 58		1,540	0/15 - 10/1	V															
SUF	ROUTE 616	ROUTE 58	WHALEYVILLE BLVD		303	0/15 - 10/1	V										374	4/5	C			
SUF	ROUTE 616	WHALEYVILLE BLVD	CAROLINA RD		162	10/22	V															
SUF	RURITAN BLVD (BUS RTE 58)	ISLE OF WIGHT CL	RTE 189 (HOLLAND RD BUS)		2,400	9/23 - 9/24	V							2,259	9/28	V	2,479	0/18 - 10/2	C			

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																					
					2008			2009			2010			2011			2012			2013						
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE					
SUF	SHOULDERS HILL RD	NANSEMOND PKWY	PUGHSVILLE RD		6,940	9/16 - 9/17	V							7,586	11/1 - 11/3	V				6,537	5/30 - 6/5	C			
SUF	SHOULDERS HILL RD	PUGHSVILLE RD	BRIDGE RD		10,106	9/16 - 9/17	V							11,328	11/1 - 11/3	V				14,260	5/8 - 5/14	C			
SUF	TOWN POINT RD	PUGHSVILLE RD	BRIDGE RD		1,145	9/16 - 9/17	V							1,270	0/18 - 10/1	V									
SUF	WASHINGTON ST	W CONSTANCE RD	SARATOGA ST		10,030	10/8 - 10/9	V													7,314	4/17	C			
SUF	WASHINGTON ST	SARATOGA ST	MAIN ST		10,030	10/8 - 10/9	V													7,314	4/17	C			
SUF	WASHINGTON ST	MAIN ST	PINNER ST		10,490	10/8 - 10/9	V																		
SUF	WASHINGTON ST	PINNER ST	PORTSMOUTH BLVD		12,393	10/8 - 10/9	V							12,427	9/20 - 9/21	V				11,387	4/17 - 4/18	C			
SUF	WHALEYVILLE BLVD	NC STATE LINE	RTE 616 (MINERAL SPRING RD)		4,829	Wkdy average	V	4,751	Wkdy average	V	4,761	Wkdy average	V	4,604	Wkdy average	V	4,618	Wkdy average	V	4,614	Wkdy average	V			
SUF	WHALEYVILLE BLVD	RTE 616 (MINERAL SPRING RD)	RTE 677 (GREAT FORK RD)		5,734	9/9 - 9/11	V							5,780	9/28	V									
SUF	WHALEYVILLE BLVD	RTE 677 (GREAT FORK RD)	RTE 675 (CYPRESS CHAPEL RD)		7,528	9/9 - 9/11	V							7,241	9/28	V									
SUF	WHALEYVILLE BLVD	RTE 675 (CYPRESS CHAPEL RD)	RTE 759 (BABBTOWN RD)		8,428	9/9 - 9/11	V							8,504	9/28	V									
SUF	WHALEYVILLE BLVD	RTE 759 (BABBTOWN RD)	RTE 32 (CAROLINA RD)		9,395	12/3 - 12/4	V							9,090	9/28	V	7,770	6/12 - 6/14	C						
SUF	WILROY RD	CONSTANCE RD	SUFFOLK BYPASS		5,906	10/8 - 10/9	V							5,506	0/11 - 10/1	V	7,658	6/5 - 6/7	C						
SUF	WILROY RD	SUFFOLK BYPASS	NANSEMOND PKWY		8,874	10/8 - 10/9	V							8,759	0/11 - 10/1	V									
SUR	ROUTE 10	PRINCE GEORGE CL	ROUTE 40					1,921	2/3 - 2/4	V							2,349	1/24 - 1/26	V						
SUR	ROUTE 10	ROUTE 40	ROUTE 31 (SOUTH)		2,247	Wkdy average	V	2,439	Wkdy average	V	2,464	Wkdy average	V	2,517	Wkdy average	V	2,478	Wkdy average	V	2,446	Wkdy average	V			
SUR	ROUTES 10/31	ROUTE 31 (SOUTH)	ROUTE 31 (NORTH)					4,446	2/3 - 2/4	V							4,749	1/25 - 1/26	V						
SUR	ROUTE 10	ROUTE 31 (NORTH)	ROUTE 617					4,943	2/3 - 2/4	V							5,195	1/17 - 1/19	V						
SUR	ROUTE 10	ROUTE 617	ISLE OF WIGHT CL					3,823	2/3 - 2/4	V							3,691	1/17 - 1/26	V						
SUR	ROUTE 31	SUSSEX CL	ROUTE 630					1,801	2/3 - 2/4	V							1,615	1/24 - 1/26	V						
SUR	ROUTE 31	ROUTE 630	ROUTE 10 (SOUTH)					1,503	2/3 - 2/4	V							1,562	1/24 - 1/26	V						
SUR	ROUTE 31	ROUTE 10 (NORTH)	JAMESTOWN-SCOTLAND FERRY					2,012	2/3 - 2/4	V							1,868	1/18 - 1/19	V						
SUR	ROUTE 40	SUSSEX CL	ROUTE 615					889	2/3	V							1,049	1/24 - 1/26	V						
SUR	ROUTE 40	ROUTE 615	ROUTE 10					798	2/3	V							884	1/24 - 1/26	V						
VB	21ST ST	PARKS AVE	PACIFIC AVE		9,333	7/8	C				11,346	7/21 - 7/27	C	11,603	7/12 - 7/14	C	10,861	8/21 - 8/23	C	9,494	7/30 - 8/1	C			
VB	21ST ST	PACIFIC AVE	ATLANTIC AVE					5,047	7/14 - 7/15	V							3,917	7/10 - 7/11	V						
VB	22ND ST	PARKS AVE	PACIFIC AVE		9,000	7/9	C	12,064	7/8 - 7/23	C	8,741	7/21 - 7/22	C	9,697	7/12 - 7/14	C	10,231	8/21 - 8/23	C	9,023	7/30 - 8/1	C			
VB	22ND ST	PACIFIC AVE	ATLANTIC AVE		3,418	7/10	C	3,185	7/15 - 9/2	C	3,076	7/19	C	3,456	7/13 - 7/19	C	3,653	8/21 - 8/23	C	3,408	8/14 - 8/15	C			
VB	30TH ST	LASKIN RD	PACIFIC AVE																	6,976	7/24 - 7/25	C			
VB	30TH ST	PACIFIC AVE	ATLANTIC AVE																	3,500		E			
VB	ATLANTIC AVE	83RD ST	PACIFIC AVE					22,766	7/14 - 7/15	V	22,067	7/20 - 7/22	C	20,991	7/12 - 7/14	C	20,531	8/8 - 8/9	C	20,979	7/30 - 8/1	C			
VB	ATLANTIC AVE	PACIFIC AVE	LASKIN RD		5,767	7/16	C	5,618	7/14 - 7/15	C	5,266	7/20 - 7/21	C	4,971	7/26 - 7/28	C	4,798	8/8 - 8/9	C	4,668	8/15	C			
VB	ATLANTIC AVE	LASKIN RD	22ND ST		9,176	7/10	C	9,296	8/26 - 8/27	C				8,942	7/19 - 7/21	C	8,619	8/8 - 8/9	C						
VB	ATLANTIC AVE	22ND ST	21ST ST		9,176	7/10	C	9,296	8/26 - 8/27	C				8,942	7/19 - 7/21	C	8,619	8/8 - 8/9	C						
VB	ATLANTIC AVE	21ST ST	VA BEACH BLVD		9,176	7/10	C	9,799	7/15 - 8/27	V							6,579	9/11 - 9/12	V	8,551	8/14	C			
VB	ATLANTIC AVE	VA BEACH BLVD	5TH ST		7,799	7/9	C	8,567	7/15 - 7/16	C	7,091	7/13 - 7/14	C	7,765	7/20 - 7/21	C	7,352	8/8 - 8/9	C	7,315	8/14 - 8/15	C			
VB	BAXTER RD	PRINCESS ANNE RD	INDEPENDENCE BLVD		24,729	4/17	C	23,685	11/10	C	22,227	4/6 - 4/7	C	22,505	4/26 - 4/27	C	22,083	4/24 - 4/26	C	23,288	4/17 - 4/18	C			
VB	BIRDNECK RD	GENERAL BOOTH BLVD	NORFOLK AVE					12,884	7/15 - 7/16	C	12,411	9/23 - 9/29	C	15,325	6/7 - 6/9	C	14,726	7/11 - 7/17	C	15,315	6/18 - 6/25	C			
VB	BIRDNECK RD	NORFOLK AVE	VA BEACH BLVD																	20,000		E			
VB	BIRDNECK RD	VA BEACH BLVD	I-264		35,017	7/18	C	26,207	6/3 - 6/4	C	29,399	7/22 - 7/27	C	35,139	7/13 - 7/19	C	36,729	7/25 - 7/26	C	28,096	4/16 - 4/18	C			
VB	BIRDNECK RD	I-264	LASKIN RD		24,977	8/5	C	23,080	Wkdy average	C							22,934	9/11 - 9/12	V						
VB	BLACKWATER RD	PUNGO FERRY RD	CHESAPEAKE CL		2,483	7/30	C	2,468	6/2 - 6/3	C	2,669	9/21 - 9/22	C	2,665	9/20 - 9/22	C	2,401	1/27 - 11/2	C	2,681	1/12 - 11/1	C			
VB	BONNEY RD	INDEPENDENCE BLVD	ROSEMONT RD		18,552	5/19	C	14,259	5/5 - 8/26	C	16,615	5/4 - 5/5	C	16,135	4/19 - 4/21	C	16,297	5/15	C	16,570	4/23 - 4/25	C			
VB	CENTERVILLE TNPK	CHESAPEAKE CL	LYNNHAVEN PKWY					9,198	8/5 - 8/6	V	13,267	11/9 - 11/10	C	13,086	11/19 - 12/1	C	13,921	1/14 - 11/1	C	13,227	12/3 - 12/5	C			
VB	CENTERVILLE TNPK	LYNNHAVEN PKWY	KEMPSVILLE RD		14,873	5/21	C										19,993	6/12 - 6/13	V						
VB	CENTERVILLE TNPK	KEMPSVILLE RD	JAKE SEARS RD		21,436	9/11	C	20,450	Wkdy average	C	19,591	10/26 - 12/31	C	19,382	Wkdy average	C	19,729	Wkdy average	C	19,856	Wkdy average	C			
VB	CENTERVILLE TNPK	JAKE SEARS RD	INDIAN RIVER RD		21,436	9/11	C	20,450	Wkdy average	C	19,591	10/26 - 12/31	C	19,382	Wkdy average	C	19,729	Wkdy average	C	19,856	Wkdy average	C			
VB	CHESAPEAKE BAY BRIDGE-TUNNE	SHORE DR	TOLL PLAZA		7,578	Wkdy average	T	7,773	Wkdy average	T	7,963	Wkdy average	T	7,820	Wkdy average	T	7,746	Wkdy average	T	7,850	Wkdy average	T			
VB	CHESAPEAKE BAY BRIDGE-TUNNE	TOLL PLAZA	NCL VA BEACH		7,578	Wkdy average	T	7,773	Wkdy average	T	7,963	Wkdy average	T	7,820	Wkdy average	T	7,746	Wkdy average	T	7,850	Wkdy average	T			
VB	COLUMBUS ST	INDEPENDENCE BLVD	CONSTITUTION DR					13,684	8/26 - 11/10	C	13,668	8/5 - 8/12	C	12,002	9/27 - 9/29	C	11,506	9/4 - 9/6	C	11,059	9/10 - 9/11	C			

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
VB	CONSTITUTION DR	BONNEY RD	COLUMBUS ST																3,000		E
VB	CONSTITUTION DR	COLUMBUS ST	VIRGINIA BEACH BLVD		5,387	10/2	C				6,391	8/11 - 8/12	C	8,158	9/27 - 9/29	C	7,030	9/4 - 9/6	C			
VB	DAM NECK RD	SALEM RD	VA BEACH AMPHITHEATER		9,428	3/6	C							12,134	12/7 - 12/13	C	13,030	12/4 - 12/6	C	13,247	12/12	C
VB	DAM NECK RD	VA BEACH AMPHITHEATER	PRINCESS ANNE RD		10,782	3/5	C	12,823	3/31 - 4/2	C	15,025	4/20 - 4/28	C	15,341	4/12 - 4/14	C	15,841	1/10 - 1/12	C	16,093	4/22	C
VB	DAM NECK RD	PRINCESS ANNE RD	ROSEMONT RD		41,733	3/19	C	42,021	7/14 - 7/15	C	41,267	3/2	C	40,050	2/2 - 2/8	C	41,904	2/21 - 2/23	C	40,774	3/13 - 3/14	C
VB	DAM NECK RD	ROSEMONT RD	HOLLAND RD		41,733	3/19	C	42,021	7/14 - 7/15	C	41,267	3/2	C	40,050	2/2 - 2/8	C	41,904	2/21 - 2/23	C	40,774	3/13 - 3/14	C
VB	DAM NECK RD	HOLLAND RD	DRAKESMILE RD		43,441	6/12	C	41,606	10/6 - 10/8	C	39,520	10/19	C	46,965	10/13	C	44,562	10/23	C	37,919	9/10	C
VB	DAM NECK RD	DRAKESMILE RD	LONDON BRIDGE RD		43,623	3/20	C	44,541	8/25 - 8/27	C	49,378	3/2 - 3/4	C	42,492	2/15 - 2/17	C	46,223	Wkdy average	C	45,209	Wkdy average	C
VB	DAM NECK RD	LONDON BRIDGE RD	HARPERS RD		31,772	9/16	C	31,936	7/14 - 7/15	C	27,912	12/7 - 12/9	C	29,575	0/19 - 10/2	C	31,847	10/23	C	29,633	9/10 - 9/12	C
VB	DAM NECK RD	HARPERS RD	GENERAL BOOTH BLVD		25,231	9/18	C	26,791	7/14 - 7/15	C	26,846	12/21	C	26,528	11/30 - 12/1	C	23,265	Wkdy average	C	23,230	Wkdy average	C
VB	DAM NECK RD	GENERAL BOOTH BLVD	UPTON DR		35,171	6/5	C				36,219	6/10 - 6/17	C	34,380	5/25 - 6/1	C	32,796	6/26 - 6/28	C	33,224	7/30 - 8/1	C
VB	DAM NECK RD	UPTON DR	USN TRAINING CENTER		22,085	6/5	C	20,559	2/17 - 2/19	C	22,066	6/2 - 6/3	C	21,993	6/1 - 6/2	C				22,960	6/18 - 6/20	C
VB	DIAMOND SPRINGS RD	NEWTOWN RD	WESLEYAN RD		22,524	7/17	C				21,835	0/13 - 10/1	C	19,059	0/25 - 10/2	C	23,192	0/23 - 10/2	C	22,566	1/19 - 11/2	C
VB	DIAMOND SPRINGS RD	WESLEYAN RD	NORTHAMPTON BLVD		22,343	6/11	C				18,679	8/24 - 8/26	C	19,626	0/11 - 10/1	C	22,272	0/23 - 10/2	C	20,840	1/19 - 11/2	C
VB	DIAMOND SPRINGS RD	NORTHAMPTON BLVD	SHORE DR		29,840	6/11	C	27,605	10/20-10/22	C	28,603	0/19 - 10/2	C	29,013	0/25 - 10/2	C	30,316	0/23 - 10/2	C	28,006	2/17 - 12/1	C
VB	DRAKESMILE RD	DAM NECK RD	SHIPPS CORNER RD		19,705	3/13	C				22,835	1/27 - 1/28	C	20,159	1/13 - 1/20	C	23,185	1/17 - 1/19	C	26,599	2/12 - 2/14	C
VB	ELBOW RD	CHESAPEAKE CL	INDIAN RIVER RD (WEST)		7,453	4/30	C	6,919	2/3	C	7,780	3/10 - 3/18	C	8,230	3/1 - 3/3	C	8,773	3/14 - 3/20	C	8,802	3/26	C
VB	ELBOW RD/INDIAN RIVER RD	INDIAN RIVER RD (WEST)	INDIAN RIVER RD (EAST)														14,627	10/2 - 10/3	V			
VB	ELBOW RD	INDIAN RIVER RD (EAST)	SALEM RD		9,215	3/5	C	9,212	2/3 - 2/5	C	10,094	3/9 - 3/11	C	10,910	3/15 - 3/17	C	11,399	3/7 - 3/13	C	11,513	3/27 - 3/28	C
VB	FERRELL PKWY	INDIAN RIVER RD	INDIAN LAKES BLVD		52,989	1/29	C	55,776	6/24 - 6/25	C	48,569	11/9	C	48,828	11/29 - 12/1	C	50,833	12/4 - 12/6	C	47,535	2/17 - 12/1	C
VB	FERRELL PKWY	INDIAN LAKES BLVD	PLEASANT VALLEY RD		41,311	9/17	C	44,882	6/24 - 6/25	C	40,818	11/2 - 11/3	C	41,206	11/8 - 11/10	C	47,555	12/4 - 12/6	C	40,870	12/5 - 12/12	C
VB	FERRELL PKWY	PLEASANT VALLEY RD	PRINCESS ANNE RD		41,845	3/7	C	40,225	2/19 - 2/25	C	42,724	3/2 - 3/9	C	40,360	2/2 - 2/8	C	45,091	3/6 - 3/8	C	42,393	3/19 - 3/21	C
VB	FIRST COLONIAL RD	VA BEACH BLVD	I-264					31,279	8/11 - 8/12	V							31,690	6/27 - 6/28	V			
VB	FIRST COLONIAL RD	I-264	LASKIN RD		41,813	5/16	C				38,328	5/11 - 5/13	C	38,930	5/17 - 5/19	C	40,238	6/12 - 6/14	C	38,884	5/21 - 5/23	C
VB	FIRST COLONIAL RD	LASKIN RD	OLD DONATION PKWY		45,473	2/14	C	37,853	2/17 - 2/25	C	42,652	5/4 - 5/6	C	41,809	5/10 - 5/12	C	39,721	6/12 - 6/13	C	40,362	5/21 - 5/23	C
VB	FIRST COLONIAL RD	OLD DONATION PKWY	GREAT NECK RD		17,881	5/20	C	16,978	2/10 - 2/12	C	18,781	4/27 - 5/4	C	18,380	5/10 - 5/12	C	19,308	6/12 - 6/13	C	19,007	5/21 - 5/23	C
VB	GENERAL BOOTH BLVD	PRINCESS ANNE RD	NIMMO PKWY					41,300	7/14 - 7/15	V							39,293	6/19	V			
VB	GENERAL BOOTH BLVD	NIMMO PKWY	LONDON BRIDGE RD		41,122	6/12	C				39,874	6/9 - 6/10	C	39,126	5/31	C	34,463	2/11 - 12/1	C	39,228	6/18 - 6/20	C
VB	GENERAL BOOTH BLVD	LONDON BRIDGE RD	DAM NECK RD		29,216	10/14	C	30,817	5/14 - 5/19	C	30,597	6/2 - 6/3	C	32,409	6/1 - 6/7	C	26,436	7/9	C	29,299	6/18 - 6/20	C
VB	GENERAL BOOTH BLVD	DAM NECK RD	OCEANA BLVD/PROSPERITY RD		52,013	9/17	C	61,472	7/14 - 7/15	C	52,024	3/17 - 3/18	C	50,531	11/30 - 12/1	C	46,089	1/27 - 11/2	C	53,939	8/5 - 8/7	C
VB	GENERAL BOOTH BLVD	OCEANA BLVD/PROSPERITY RD	BIRDNECK RD		29,039	6/16	C	31,296	7/14 - 7/15	C	22,001	0/26 - 10/2	C	25,794	6/1 - 6/2	C	23,084	11/20	C	29,141	6/18 - 6/20	C
VB	GENERAL BOOTH BLVD	BIRDNECK RD	HARBOUR POINT		19,766	5/22	C				17,090	Wkdy average	V				17,452	8/7 - 8/16	C	17,733	7/2	C
VB	GREAT NECK RD	VA BEACH BLVD	OLD DONATION PKWY		41,914	5/1	C	41,560	6/23 - 6/24	C	37,598	5/4 - 5/6	C	39,168	5/11 - 5/17	C	37,243	5/29 - 5/31	C	53,261	6/4 - 6/6	C
VB	GREAT NECK RD	OLD DONATION PKWY	FIRST COLONIAL RD		30,923	9/16	C	31,162	3/10 - 3/18	C	36,266	4/29	C	36,710	5/24 - 5/26	C				37,499	6/4 - 6/6	C
VB	GREAT NECK RD	FIRST COLONIAL RD	SHOREHAVEN RD		37,307	2/21	C	41,986	6/24 - 6/25	C	43,965	5/18 - 5/20	C	40,849	5/10 - 5/12	C	43,623	6/12 - 6/13	C	42,646	6/5 - 6/6	C
VB	GREAT NECK RD	SHOREHAVEN RD	SHORE DR		33,649	9/24	C	33,716	3/10 - 3/12	C	38,394	5/25 - 5/27	C	35,632	5/26	C	38,021	6/5 - 6/7	C	36,858	6/4 - 6/6	C
VB	HARPERS RD	DAM NECK RD	OCEANA BLVD		6,364	1/29 - 1/31	C	7,397	7/14 - 7/15	C	10,034	2/21 - 12/2	C	7,698	11/30 - 12/1	C	6,821	1/27 - 11/2	C	10,441	2/18 - 12/1	C
VB	HAYGOOD RD	NEWTOWN RD	WESLEYAN DR		7,477	1/9	C	6,841	6/30 - 7/2	C	7,432	1/12 - 1/13	C	10,602	0/25 - 10/2	C	10,224	0/23 - 10/2	C	7,632	0/29 - 10/3	C
VB	HAYGOOD RD	WESLEYAN DR	INDEPENDENCE BLVD		19,710	10/15	C	18,239	8/4 - 8/5	C	21,320	9/23 - 9/28	C	20,416	9/7 - 9/13	C	21,398	0/16 - 10/1	C	18,676	9/18 - 9/19	C
VB	HOLLAND RD	INDEPENDENCE BLVD	SOUTH PLAZA TRAIL		42,625	4/17	C	41,663	7/22 - 7/23	C	39,495	4/22 - 4/28	C	40,213	4/6 - 4/12	C	39,923	5/21	C	43,540	4/29	C
VB	HOLLAND RD	SOUTH PLAZA TRAIL	ROSEMONT RD		38,715	1/24	C	36,509	7/22 - 7/23	C	36,531	4/14 - 4/20	C	36,293	4/5 - 4/6	C	38,005	4/25 - 4/26	C	39,379	4/23 - 4/25	C
VB	HOLLAND RD	ROSEMONT RD	LYNNHAVEN PKWY		31,169	4/17	C	30,120	Wkdy average	C	28,772	Wkdy average	C				29,379	Wkdy average	C	30,120	Wkdy average	C
VB	HOLLAND RD	LYNNHAVEN PKWY	DAM NECK RD		31,588	4/16	C	29,327	4/21 - 4/23	C	26,103	4/6 - 4/8	C	30,669	4/5 - 4/7	C	27,941	4/26	C	26,570	1/10 - 1/15	C
VB	HOLLAND RD	DAM NECK RD	NIMMO PKWY		16,876	8/1	C				15,109	4/21 - 4/27	C	13,920	4/6 - 4/12	C	15,317	5/3	C	14,450	8/13 - 8/14	C
VB	HOLLAND RD	NIMMO PKWY	PRINCESS ANNE RD		12,535	4/15	C	11,811	7/22 - 7/23	C	11,953	3/31 - 4/1	C	11,711	4/5 - 4/6	C	12,139	5/2 - 5/3	C	11,990	4/23 - 4/25	C
VB	INDEPENDENCE BLVD	INDIAN RIVER RD	SALEM RD		7,623	9/18	C	6,208	11/10	C	7,254	11/23	C	6,659	11/8 - 11/10	C	6,497	10/2 - 10/4	C			
VB	INDEPENDENCE BLVD	SALEM RD	PRINCESS ANNE RD		17,109	1/30	C	17,350	1/17 - 11/1	C	17,460	11/18	C	18,754	11/29 - 12/1	C	18,326	11/6 - 11/8	C	15,636	11/21	C
VB	INDEPENDENCE BLVD	PRINCESS ANNE RD	LYNNHAVEN PKWY		26,913	9/30	C	27,935	4/28 - 4/30	C				28,948	4/7	C	28,728	8/28 - 8/30	C	28,362	4/30 - 5/2	C
VB	INDEPENDENCE BLVD	LYNNHAVEN PKWY	PLAZA TRAIL		31,280	1/29	C	32,162	11/19	C	31,344	1/10 - 11/1	C	27,901	11/29 - 12/1	C	30,516	11/6 - 11/8	C	30,662	1/13 - 11/1	C
VB	INDEPENDENCE BLVD	PLAZA TRAIL	HOLLAND RD		37,484	9/18	C	35,052	1/17 - 11/1	C	38,534	11/30	C	37,435	11/9 - 11/10	C	37,184	11/6 - 11/8	C	36,662	1/13 - 11/1	C

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD		70,744	1/30	C	72,173	2/4 - 2/10	C	73,943	4/20 - 4/22	C	72,600	4/20 - 4/21	C	70,531	7/17	C	76,059	5/1 - 5/2	C
VB	INDEPENDENCE BLVD	BAXTER RD	I-264					84,465	7/22 - 7/23	V												
VB	INDEPENDENCE BLVD	I-264	BONNEY RD					84,507	7/1 - 7/2	V							77,417	6/20 - 6/21	V			
VB	INDEPENDENCE BLVD	BONNEY RD	COLUMBUS ST					84,507	7/1 - 7/2	V							74,880	2/11 - 12/1	C	79,444	2/17 - 12/1	C
VB	INDEPENDENCE BLVD	COLUMBUS ST	VA BEACH BLVD		61,288	2/6	C				56,558	9/14	C	60,008	10/4 - 10/5	C	62,265	0/16 - 10/1	C	60,368	1/20 - 11/2	C
VB	INDEPENDENCE BLVD	VA BEACH BLVD	JEANNE ST		54,700	Wkdy average	V	54,666	Wkdy average	V	54,312	Wkdy average	V	54,130	Wkdy average	V	53,891	Wkdy average	V	54,140	Wkdy average	V
VB	INDEPENDENCE BLVD	JEANNE ST	PEMBROKE BLVD		54,700	Wkdy average	V	54,666	Wkdy average	V	54,312	Wkdy average	V	54,130	Wkdy average	V	53,891	Wkdy average	V	54,140	Wkdy average	V
VB	INDEPENDENCE BLVD	PEMBROKE BLVD	HAYGOOD RD		50,873	10/14	C	51,686	9/30 - 10/1	C	47,810	9/21	C	48,896	9/6 - 9/8	C	48,846	10/16	C	51,772	9/25 - 10/1	C
VB	INDEPENDENCE BLVD	HAYGOOD RD	NORTHAMPTON BLVD		42,010	2/19	C	43,793	9/29 - 9/30	C	41,761	9/8	C	42,990	9/6 - 9/8	C	41,992	0/16 - 10/1	C	42,198	9/25 - 10/1	C
VB	INDEPENDENCE BLVD	NORTHAMPTON BLVD	SHORE DR		23,889	2/12	C	26,072	9/29 - 9/30	C	25,136	9/8 - 9/9	C	25,709	8/31 - 9/6	C	24,340	0/16 - 10/1	C	24,783	0/23 - 10/2	C
VB	INDIAN LAKES BLVD	FERRELL PKWY	INDIAN RIVER RD		13,631	7/3	C	12,212	2/19 - 3/3	C	12,713	3/16 - 3/18	C	12,200	2/23 - 3/1	C	12,509	3/21 - 3/27	C	12,208	3/19 - 3/21	C
VB	INDIAN RIVER RD	CHESAPEAKE CL	MILITARY HWY		31,260	0/21 - 10/2	C	33,161	7/29 - 11/10	C	33,888	1/19	C	28,853	1/19 - 1/25	C	27,657	1/17 - 1/19	C	31,583	2/5 - 2/7	C
VB	INDIAN RIVER RD	MILITARY HWY	PROVIDENCE RD		30,322	4/2	C				41,548	2/21 - 12/2	C	28,947	1/25 - 1/27	C	30,430	1/17 - 1/19	C	31,412	1/30 - 1/31	C
VB	INDIAN RIVER RD	PROVIDENCE RD	I-64					36,111	7/29 - 7/30	V	35,734	11/2 - 11/4	C				35,893	12/5 - 12/6	C	39,922	2/19 - 2/21	C
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK					82,642	8/5 - 9/17	V	80,024	11/30 - 12/2	C	81,837	3/22 - 3/24	C	81,777	7/18	C	82,841	3/25	C
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD		61,058	10/16	C	65,210	8/18 - 8/19	C	62,339	3/23 - 3/25	C	58,862	3/8 - 3/10	C	62,889	8/28 - 8/30	C	62,742	3/19 - 3/21	C
VB	INDIAN RIVER RD	KEMPSVILLE RD	FERRELL PKWY		64,278	2/20	C				65,679	8/24 - 8/25	C	65,780	9/20 - 9/22	C	67,893	9/19 - 10/18	C	65,345	0/16 - 10/2	C
VB	INDIAN RIVER RD	FERRELL PKWY	INDIAN LAKES BLVD		15,798	10/15	C				15,056	1/10 - 11/1	C	14,723	11/9 - 11/15	C	15,383	2/11 - 12/1	C	14,536	1/19 - 11/2	C
VB	INDIAN RIVER RD	INDIAN LAKES BLVD	LYNNHAVEN PKWY		15,798	10/15	C										22,093	10/3 - 10/4	V			
VB	INDIAN RIVER RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD		15,553	7/3	C	13,792	3/10 - 3/19	C	14,648	3/18 - 3/24	C	12,969	3/2 - 3/3	C	14,605	3/14 - 3/21	C	12,477	3/27 - 3/28	C
VB	INDIAN RIVER RD	INDEPENDENCE BLVD	ELBOW RD		9,625	3/19	C				9,659	3/18 - 3/24	C	8,111	3/9 - 3/15	C	8,889	3/27 - 3/29	C	10,032	8/27 - 8/28	C
VB	INDIAN RIVER RD	ELBOW RD	S.E. PARKWAY CORRIDOR		4,992	3/11	C	4,404	10/6 - 10/8	C	5,027	3/9 - 3/11	C	4,905	3/1 - 3/3	C	5,473	3/27 - 3/29	C	7,939	3/26 - 3/28	C
VB	INDIAN RIVER RD	S.E. PARKWAY CORRIDOR	NORTH LANDING RD		4,992	3/11	C	4,404	10/6 - 10/8	C	5,027	3/9 - 3/11	C	4,905	3/1 - 3/3	C	5,473	3/27 - 3/29	C	7,939	3/26 - 3/28	C
VB	INDIAN RIVER RD	NORTH LANDING RD	WEST NECK RD		5,138	8/1	C	3,835	10/6 - 10/7	C	6,056	9/9	C	5,820	9/14 - 9/20	C	5,736	10/2 - 10/4	C	4,867	10/8 - 10/10	C
VB	INDIAN RIVER RD	WEST NECK RD	PRINCESS ANNE RD		5,138	8/1	C	3,835	10/6 - 10/7	C	6,056	9/9	C	5,820	9/14 - 9/20	C	5,736	10/2 - 10/4	C	4,867	10/8 - 10/10	C
VB	INTERNATIONAL PKWY	LYNNHAVEN PKWY	LONDON BRIDGE RD		13,751	4/17	C	14,263	7/22 - 7/23	C	13,490	3/24 - 3/25	C	12,650	4/12 - 4/14	C	11,179	4/25 - 4/26	C	12,196	Wkdy average	C
VB	KEMPSVILLE RD	CHESAPEAKE CL	CENTERVILLE TNPK		29,952	4/4	C	26,582	3/26 - 10/22	C	29,506	8/17 - 8/19	C	31,147	2/14 - 12/1	C	32,180	9/18 - 9/20	C	29,148	0/17 - 10/2	C
VB	KEMPSVILLE RD	CENTERVILLE TNPK	INDIAN RIVER RD		36,434	2/13	C	36,340	Wkdy average	C	34,239	Wkdy average	C	34,164	Wkdy average	C	35,333	Wkdy average	C	35,252	Wkdy average	C
VB	KEMPSVILLE RD	INDIAN RIVER RD	PROVIDENCE RD		29,698	8/1	C	29,885	6/24 - 6/25	C	28,439	1/10 - 11/1	C	28,296	11/9 - 11/15	C	29,704	1/14 - 11/1	C	28,370	12/2	C
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD		31,086	8/6	C	30,978	6/24 - 6/25	C	29,126	8/17 - 8/19	C	31,008	8/10 - 8/16	C	32,475	9/19 - 9/20	C	29,877	9/4 - 9/5	C
VB	LASKIN RD	VA BEACH BLVD	FIRST COLONIAL RD		28,973	Wkdy average	V	29,970	Wkdy average	V	30,815	Wkdy average	V	30,294	Wkdy average	V	30,159	Wkdy average	V	30,841	Wkdy average	V
VB	LASKIN RD	FIRST COLONIAL RD	WINWOOD DR		30,970	2/29	C	28,833	5/13 - 5/21	C	29,495	4/27 - 4/29	C	31,163	5/10- 5 /12	C	36,259	2/19 - 12/2	C	30,758	5/8 - 5/9	C
VB	LASKIN RD	WINWOOD DR	BIRDNECK RD		24,758	1/18 - 11/2	C	29,906	8/19 - 8/20	C	27,826	5/11 - 5/13	C	28,957	5/17 - 5/19	C	29,534	6/12 - 6/14	C	33,018	5/8	C
VB	LASKIN RD	BIRDNECK RD	30TH ST		25,325	5/27	C	31,116	7/8 - 7/9	C	25,691	6/1 - 6/3	C	24,289	5/18 -5/19	C	22,391	12/20	C	22,904	Wkdy average	C
VB	LASKIN RD	30TH ST	PACIFIC AVE														21,289	8/21 - 8/23	C			
VB	LASKIN RD/31ST ST	PACIFIC AVE	ATLANTIC AVE					6,106	7/14 - 7/15	V							5,291	7/11 - 7/12	V			
VB	LONDON BRIDGE RD	GENERAL BOOTH BLVD	DAM NECK RD		23,192	1/15 - 1/16	C	25,137	6/10 - 6/11	C	24,512	2/23 - 2/24	C	23,346	2/15 - 2/17	C	24,659	2/28 - 2/29	C	25,266	3/26 - 3/27	C
VB	LONDON BRIDGE RD	DAM NECK RD	DRAKESMILE RD		8,243	3/13	C	11,920	3/24 - 4/2	C	13,118	10/7 - 10/13	C	11,845	2/22 - 2/24	C	11,853	1/27 - 11/2	C	11,837	3/12 - 3/14	C
VB	LONDON BRIDGE RD	SHIPPS CORNER RD/DRAKESMILE RD	INTERNATIONAL PKWY					36,392	7/21 - 7/22	V	30,629	10/7	C	31,418	0/12 - 10/1	C	37,772	7/25 - 7/26	V	35,998	8/6 - 8/7	C
VB	LONDON BRIDGE RD	INTERNATIONAL PKWY	POTTERS RD		26,773	1/31	C	30,701	9/24 - 9/30	C	29,563	0/12 - 10/1	C	31,418	0/12 - 10/1	C	28,774	11/6 - 11/7	C	35,358	6/5 - 6/6	C
VB	LONDON BRIDGE RD	POTTERS RD	I-264		24,801	2/16 - 12/1	C	27,184	5/27 - 5/28	C	27,280	5/18 - 5/19	C	29,253	5/10 - 5/12	C	34,676	7/25 - 7/26	V			
VB	LONDON BRIDGE RD	I-264	VA BEACH BLVD		24,801	2/16 - 12/1	C	27,184	5/27 - 5/28	C	27,280	5/18 - 5/19	C	29,253	5/10 - 5/12	C	42,989	5/29 - 5/31	C	38,865	5/8 - 5/9	C
VB	LYNNHAVEN PKWY	CHESAPEAKE CL	CENTERVILLE TNPK		5,732	12/3 - 12/4	C										6,806	8/15 - 9/26	C			
VB	LYNNHAVEN PKWY	INDIAN RIVER RD	SALEM RD		19,378	10/9	C	18,449	1/18 - 11/1	C	19,713	11/2 - 11/4	C	17,858	1/15 - 11/1	C	17,914	1/14 - 11/1	C	17,264	Wkdy average	C
VB	LYNNHAVEN PKWY	SALEM RD	PRINCESS ANNE RD		23,028	2/8	C	20,039	11/4 - 11/5	C	22,540	1/18 - 11/2	C	20,734	11/29 - 12/1	C	20,315	1/14 - 11/1	C	20,225	12/3 - 12/5	C
VB	LYNNHAVEN PKWY	PRINCESS ANNE RD	INDEPENDENCE BLVD					25,178	7/22 - 7/23	V							24,738	7/24 - 7/25	V			
VB	LYNNHAVEN PKWY	INDEPENDENCE BLVD	ROSEMONT RD		32,863	10/9	C	33,577	7/22 - 7/23	C	31,369	3/25 - 3/30	C	33,794	4/13 - 4/19	C	33,981	4/24 - 4/26	C	42,183	5/1 - 5/2	C
VB	LYNNHAVEN PKWY	ROSEMONT RD	HOLLAND RD					24,810	7/22 - 7/23	V	26,184	Wkdy average	C				26,421	Wkdy average	C	26,355	Wkdy average	C
VB	LYNNHAVEN PKWY	HOLLAND RD	S LYNNHAVEN RD								32,202	10/5 - 10/6	C	33,577	0/12 - 10/1	C	33,073	10/30 - 11/1	C	33,585	0/15 - 10/2	C
VB	LYNNHAVEN PKWY	S LYNNHAVEN RD	INTERNATIONAL PKWY		39,934	2/18	C	38,676	7/22 - 7/23	C	36,403	7/1 - 7/6	C	36,718	7/19 - 7/20	C	31,737	10/17 - 12/6	C	26,327	12/12	C

See page A-34 for Legend

Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
VB	LYNNHAVEN PKWY	INTERNATIONAL PKWY	POTTERS RD					42,577	4/28 - 4/29	C	41,130	4/20 - 4/21	C	43,734	4/7	C	43,547	5/9 - 5/17	C	44,549	5/1 - 5/2	C
VB	LYNNHAVEN PKWY	POTTERS RD	I-264														45,311	10/10 - 10/1	V			
VB	LYNNHAVEN PKWY	I-264	VA BEACH BLVD		26,924	10/16	C	25,554	11/3 - 11/14	C	29,631	10/5 - 10/6	C	28,837	10/20	C	21,869	10/30 - 11/1	C	20,757	10/15 - 10/2	C
VB	MILITARY HWY	CHESAPEAKE CL	PROVIDENCE RD		34,114	5/7 - 5/8	V							29,988	4/27 - 4/28	V						
VB	MILITARY HWY	PROVIDENCE RD	INDIAN RIVER RD		26,813	2/20	C				26,842	3/2 - 3/3	C	27,512	1/13 - 1/19	C	26,346	1/24 - 1/26	C	27,097	2/5 - 2/7	C
VB	MILITARY HWY	INDIAN RIVER RD	NORFOLK CL		45,059	7/18	C				43,104	1/26 - 1/28	C	43,061	1/20 - 1/26	C	45,684	1/24 - 1/26	C	50,857	2/5 - 2/7	C
VB	NEWTOWN RD	NORFOLK CL	BAKER RD								41,139	8/26 - 9/1	C	37,849	8/16 - 8/18	C	41,255	9/25 - 9/27	C	41,115	9/11 - 9/12	C
VB	NEWTOWN RD	BAKER RD	DIAMOND SPRINGS RD					26,927	7/8 - 7/9	V							24,919	Wkdy average	C	25,703	Wkdy average	C
VB	NEWTOWN RD	DIAMOND SPRINGS RD	HAYGOOD RD		7,477	1/9	C	6,841	6/30 - 7/2	C	7,432	1/12 - 1/13	C	10,602	0/25 - 10/2	C	10,224	0/23 - 10/2	C	7,632	0/29 - 10/3	C
VB	NIMMO PKWY	WEST NECK RD	PRINCESS ANNE RD																	9,000		E
VB	NIMMO PKWY	PRINCESS ANNE RD	HOLLAND RD																	6,663	3/19 - 3/21	C
VB	NIMMO PKWY	GENERAL BOOTH BLVD	UPTON DR								14,115	6/9 - 6/16	C	18,082	6/1 - 6/7	C	19,304	6/27 - 6/28	C	18,552	6/19 - 6/20	C
VB	NORFOLK AVE	BIRDNECK RD	PACIFIC AVE		10,120	6/26	C	12,267	7/14 - 7/15	C	10,000	7/22 - 7/28	C	9,858	7/20 - 7/26	C	9,865	7/25 - 8/2	C	9,568	7/24 - 7/25	C
VB	NORFOLK AVE	PACIFIC AVE	ATLANTIC AVE		3,800	7/10	C	4,264	7/15 - 7/16	C	3,757	7/29 - 8/5	C	3,566	7/5 - 7/7	C	3,893	7/24 - 7/26	C	3,523	7/30 - 8/1	C
VB	NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD		63,963	6/11	C				63,461	6/29 - 6/30	C	65,862	6/20 - 6/21	C	66,084	7/24 - 7/25	C	63,659	0/23 - 10/2	C
VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	INDEPENDENCE BLVD		38,253	Wkdy average	V	38,751	Wkdy average	V	39,007	Wkdy average	V	38,550	Wkdy average	V	38,624	Wkdy average	V	38,284	Wkdy average	V
VB	NORTHAMPTON BLVD	INDEPENDENCE BLVD	SHORE DR					28,170	6/30 - 7/1	C	28,194	6/29 - 6/30	C	27,719	6/21	C	26,600	7/24	C	25,318	8/13 - 8/14	C
VB	NORTH LANDING RD	CHESAPEAKE CL	INDIAN RIVER RD		10,993	3/19	C	12,257	7/15	C	10,619	Wkdy average	C	8,155	3/23 - 3/29	C	10,155	Wkdy average	C	11,018	Wkdy average	C
VB	NORTH LANDING RD	INDIAN RIVER RD	SALEM RD		10,606	0/21 - 10/2	C	13,752	6/3 - 6/4	C	7,997	3/31 - 4/1	C	7,095	3/29 -3/31	C	8,225	8/28 - 8/30	C	8,233	3/26 - 3/28	C
VB	NORTH LANDING RD	SALEM RD	WEST NECK RD		10,606	0/21 - 10/2	C	13,752	6/3 - 6/4	C	7,997	3/31 - 4/1	C	7,095	3/29 -3/31	C	8,225	8/28 - 8/30	C	8,233	3/26 - 3/28	C
VB	NORTH LANDING RD	WEST NECK RD	PRINCESS ANNE RD		10,606	0/21 - 10/2	C	13,752	6/3 - 6/4	C	7,997	3/31 - 4/1	C	7,095	3/29 -3/31	C	8,478	Wkdy average	C	8,769	Wkdy average	C
VB	OCEANA BLVD	GENERAL BOOTH BLVD	HARPERS RD/S.E. PARKWAY CORRIDOR		32,566	2/6	C				33,587	7/6 - 7/7	C				31,806	7/24 - 7/26	C	31,806	7/24 - 7/26	C
VB	OCEANA BLVD	HARPERS RD/S.E. PARKWAY CORRID	TOMCAT BLVD (NAS MAIN ENT)		32,566	2/6	C				33,587	7/6 - 7/7	C				31,806	7/24 - 7/26	C	31,806	7/24 - 7/26	C
VB	OCEANA BLVD/FIRST COLONIAL	TOMCAT BLVD (NAS MAIN ENT)	VA BEACH BLVD		36,387	Wkdy average	V	37,836	Wkdy average	V	37,774	Wkdy average	V	36,616	Wkdy average	V	35,291	Wkdy average	V	35,817	Wkdy average	V
VB	PACIFIC AVE	ATLANTIC AVE	LASKIN RD					23,022	7/14 - 7/15	C	23,567	7/27 - 7/28	C	22,592	7/26 - 7/28	C	21,603	7/31 - 8/2	C	24,610	8/8 - 8/14	C
VB	PACIFIC AVE	LASKIN RD	22ND ST		20,489	8/21	C				18,560	8/25	C	20,054	7/26 - 7/28	C	14,733	8/16 - 12/31	C			
VB	PACIFIC AVE	22ND ST	21ST ST		20,489	8/21	C				18,560	8/25	C	20,054	7/26 - 7/28	C	20,089	7/10 - 7/11	V			
VB	PACIFIC AVE	21ST ST	VA BEACH BLVD		17,902	8/28	C	20,895	7/14 - 7/15	C	19,704	7/13 - 7/15	C	20,176	7/19 - 7/21	C	18,192	7/31 - 8/2	C	14,504	9/4 - 9/5	C
VB	PACIFIC AVE	VA BEACH BLVD	NORFOLK AVE		17,793	8/28	C	21,528	7/15 - 7/16	C	19,997	7/13 -7/15	C	20,119	7/19 - 7/21	C	13,740	7/31 - 12/31	C	12,746	Wkdy average	C
VB	PACIFIC AVE	NORFOLK AVE	HARBOUR POINT														20,621	8/1 - 8/2	V	15,153	Wkdy average	C
VB	PEMBROKE BLVD	WITCHDUCK RD	INDEPENDENCE BLVD		11,307	1/16	C	10,288	2/10 - 2/11	C	12,541	9/7 - 9/8	C	10,245	8/30 - 9/1	C	10,217	10/9 - 10/10	C	10,064	9/25 - 10/2	C
VB	PLAZA TRAIL, S.	PRINCESS ANNE RD	INDEPENDENCE BLVD		14,698	8/14	C				16,553	1/16 - 11/1	C	16,168	11/8 - 11/10	C	22,763	11/6 - 11/8	C	17,013	1/20 - 11/2	C
VB	PLAZA TRAIL, S.	INDEPENDENCE BLVD	HOLLAND RD		12,019	4/15	C	11,899	3/24 - 4/8	C	14,646	4/13 - 4/15	C	11,436	4/19 - 4/21	C	14,230	4/24 - 4/26	C	14,309	4/24 - 4/25	C
VB	PLAZA TRAIL, S.	HOLLAND RD	MARINA LAKE RD		11,406	4/1	C	11,120	3/31 - 4/8	C	11,907	4/15 - 4/20	C	10,087	3/29 - 3/31	C	10,193	5/7	C	10,341	4/24 - 4/25	C
VB	PLAZA TRAIL, S.	MARINA LAKE RD	ROSEMONT RD		11,406	4/1	C	11,120	3/31 - 4/8	C	11,907	4/15 - 4/20	C	10,087	3/29 - 3/31	C	10,193	5/7	C	10,341	4/24 - 4/25	C
VB	PLAZA TRAIL, S.	ROSEMONT RD	CONTINENTAL ST		10,776	9/4	C	12,463	6/10 - 6/11	C	10,250	0/20 - 10/2	C	9,367	10/20	C	9,552	10/30 - 11/1	C	9,340	0/15 - 10/1	C
VB	PLAZA TRAIL, S.	CONTINENTAL ST	VA BEACH BLVD		10,776	9/4	C	12,463	6/10 - 6/11	C	10,250	0/20 - 10/2	C	9,367	10/20	C	9,552	10/30 - 11/1	C	9,340	0/15 - 10/1	C
VB	PRINCESS ANNE RD	NEWTOWN RD/NORFOLK CL	KEMPSVILLE RD		28,812	3/6	C	27,079	6/30 - 7/1	C	28,780	8/24 - 8/26	C	28,357	8/9 - 8/11	C	26,528	9/19 - 9/20	C			
VB	PRINCESS ANNE RD	KEMPSVILLE RD	BAXTER RD		27,374	8/6	C				26,975	8/24 - 8/26	C	30,307	8/2 - 8/4	C	34,788	9/18 - 9/20	C	26,842	9/18 - 9/25	C
VB	PRINCESS ANNE RD	BAXTER RD	PROVIDENCE RD		28,426	2/12	C	27,864	6/30 - 7/1	C	28,399	4/20 - 4/27	C	27,226	4/26 - 4/27	C	27,986	4/24 - 4/26	C	31,136	4/18	C
VB	PRINCESS ANNE RD	PROVIDENCE RD	FERRELL PKWY		38,894	4/17	C	38,445	6/30 - 7/2	C	37,231	4/20	C	38,770	4/12 - 4/13	C	36,908	5/9 - 5/10	C	42,483	5/7 - 5/9	C
VB	PRINCESS ANNE RD	FERRELL PKWY	LYNNHAVEN PKWY					61,410	6/30 - 7/2	V												
VB	PRINCESS ANNE RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD					45,918	8/5 - 8/6	V							45,024	6/19 - 6/20	V			
VB	PRINCESS ANNE RD	INDEPENDENCE BLVD	DAM NECK RD					48,794	8/4 - 10/1	V				48,838	12/13	C	56,351	2/12 - 12/1	C	46,495	2/17 - 12/1	C
VB	PRINCESS ANNE RD	DAM NECK RD	S.E. PARKWAY CORRIDOR		26,965	2/16 - 12/1	C	26,212	3/31 - 4/1	C	24,519	3/4	C	20,715	2/9 - 2/10	C				26,488	6/5 - 6/6	C
VB	PRINCESS ANNE RD	S.E. PARKWAY CORRIDOR	NIMMO PKWY		26,965	2/16 - 12/1	C	26,212	3/31 - 4/1	C	24,519	3/4	C	20,715	2/9 - 2/10	C				26,488	6/5 - 6/6	C
VB	PRINCESS ANNE RD	NIMMO PKWY	NORTH LANDING RD		13,882	12/16	C				13,833	11/30 - 12/2	C				9,750	1/13 - 11/1	C	9,818	11/6 - 11/7	C
VB	PRINCESS ANNE RD	NORTH LANDING RD	HOLLAND RD		23,917	10/8	C	26,894	7/29 - 7/30	C	23,768	9/14 - 9/16	C	21,344	9/13 - 9/15	C	21,926	11/20	C			
VB	PRINCESS ANNE RD	HOLLAND RD	SEABOARD RD		23,917	10/8	C	26,894	7/29 - 7/30	C	23,768	9/14 - 9/16	C	21,344	9/13 - 9/15	C	21,926	11/20	C			
VB	PRINCESS ANNE RD	SEABOARD RD	GENERAL BOOTH BLVD		23,917	10/8	C	26,894	7/29 - 7/30	C	23,768	9/14 - 9/16	C	21,344	9/13 - 9/15	C	21,926	11/20	C			

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
VB	PRINCESS ANNE RD	GENERAL BOOTH BLVD	SANDBRIDGE RD/UPTON DR		15,418	3/19	C				15,784	3/17 - 3/23	C	15,574	3/22 - 3/23	C	17,217	3/28 - 4/4	C	17,817	4/10 - 4/11	C
VB	PRINCESS ANNE RD	SANDBRIDGE RD/UPTON DR	SEABOARD RD					11,456	6/2 - 6/3	V							12,064	7/25 - 7/26	V			
VB	PRINCESS ANNE RD	SEABOARD RD	INDIAN RIVER RD					11,859	6/2 - 6/3	V	12,167	6/9 - 6/15	C	12,237	6/1 - 6/7	C	12,436	5/22 - 6/6	C	12,996	6/19 - 6/20	C
VB	PRINCESS ANNE RD	INDIAN RIVER RD	PUNGO FERRY RD		8,669	6/17	C	8,532	10/1 - 10/7	C	8,767	9/14 - 9/16	C	8,046	9/13 - 9/15	C	8,924	6/5 - 6/6	C	7,636	12/11	C
VB	PRINCESS ANNE RD	PUNGO FERRY RD	NORTH CAROLINA STATE LINE		3,674	10/14	C				2,987	9/28 - 9/30	C	3,453	10/5 - 10/11	C	4,053	9/25 - 9/27	C	3,359	11/5 - 11/13	C
VB	PROVIDENCE RD	CHESAPEAKE CL	MILITARY HWY					13,163	8/4 - 8/5	V							12,850	8/22 - 8/23	V			
VB	PROVIDENCE RD	MILITARY HWY	INDIAN RIVER RD		17,281	3/13	C				15,249	12/8 - 12/9	C	14,436	1/25 - 1/27	C	15,250	1/25 - 1/31	C	15,065	2/5 - 2/6	C
VB	PROVIDENCE RD	INDIAN RIVER RD	KEMPSVILLE RD		24,602	3/20	C	22,968	9/15 - 9/16	C	19,931	3/1 - 3/2	C	21,840	1/5 - 1/11	C	20,738	1/25 - 1/31	C	20,829	1/30 - 1/31	C
VB	PROVIDENCE RD	KEMPSVILLE RD	PRINCESS ANNE RD		14,674	12/9 - 12/10	C				12,679	8/24 - 8/26	C	13,724	8/16 - 8/18	C	14,328	9/19 - 9/20	C	15,522	9/17 - 9/19	C
VB	PUNGO FERRY RD	BLACKWATER RD	PRINCESS ANNE RD		3,376	9/3	C	3,594	6/10 - 6/11	C	3,678	9/14 - 9/16	C	3,205	9/14 - 9/20	C	3,309	9/25 - 9/27	C	3,559	11/5 - 11/6	C
VB	ROSEMONT RD	DAM NECK RD	BUCKNER BLVD		13,939	4/1	C	16,305	Wkdy average	C	15,782	Wkdy average	C	14,059	Wkdy average	C	14,020	Wkdy average	C	13,335	Wkdy average	C
VB	ROSEMONT RD	BUCKNER BLVD	LYNNHAVEN PKWY		19,201	10/16	C	18,073	7/21 - 7/22	C	16,990	8/31 - 9/2	C	17,421	8/23 - 8/25	C	17,396	9/4 - 9/6	C	15,911	8/20	C
VB	ROSEMONT RD	LYNNHAVEN PKWY	HOLLAND RD		22,153	1/16	C	22,664	7/21 - 7/22	C	22,307	3/2 - 3/10	C	21,108	8/16 - 8/18	C	21,792	9/4 - 9/6	C	20,034	9/4 - 9/5	C
VB	ROSEMONT RD	HOLLAND RD	PLAZA TRAIL		33,575	3/2	C	33,539	4/27 - 4/29	C	30,933	3/2 - 3/10	C	30,749	4/13 - 4/14	C	30,747	5/15 - 5/17	C	31,449	4/23 - 4/25	C
VB	ROSEMONT RD	PLAZA TRAIL	I-264		35,761	4/2	C				35,347	4/29 - 5/5	C	34,682	4/12 - 4/14	C	32,501	5/15 - 5/17	C	33,772	4/30 - 5/2	C
VB	ROSEMONT RD	I-264	VA BEACH BLVD					32,657	7/21 - 9/1	V							35,579	9/26 - 9/27	V			
VB	SALEM RD	NORTH LANDING RD	ELBOW RD		4,808	3/6	C	4,666	3/18 - 3/24	C	4,413	3/10 - 3/11	C	3,661	3/9 - 3/10	C	2,672	3/14 - 3/15	C	4,914	4/22	C
VB	SALEM RD	ELBOW RD	INDEPENDENCE BLVD		10,897	3/11	C	10,935	3/18 - 3/24	C	12,030	3/17 - 3/18	C	11,206	3/2 - 3/8	C	11,973	3/27 - 3/29	C	11,810	3/27 - 3/28	C
VB	SALEM RD	INDEPENDENCE BLVD	LYNNHAVEN PKWY		10,897	3/11	C	10,935	3/18 - 3/24	C	12,030	3/17 - 3/18	C	11,206	3/2 - 3/8	C	11,973	3/27 - 3/29	C	11,810	3/27 - 3/28	C
VB	SALEM RD	LYNNHAVEN PKWY	PRINCESS ANNE RD					16,047	6/3 - 6/4	V	14,636	12/7 - 12/9	C				15,432	7/25 - 7/26	V			
VB	SANDBRIDGE RD	PRINCESS ANNE RD	ATWOODTOWN RD		7,422	5/30	C	12,653	6/3 - 6/4	C	12,094	6/15	C	10,467	6/7 - 6/9	C	12,859	7/11 - 7/17	C	13,040	7/9 - 7/10	C
VB	SANDBRIDGE RD	ATWOODTOWN RD	SANDPIPER DR					7,419	6/3 - 6/4	C	6,903	Wkdy average	C	7,611	Wkdy average	C	7,370	Wkdy average	C	7,284	Wkdy average	C
VB	SEABOARD RD	PRINCESS ANNE RD (AT PA ELEMENT	PRINCESS ANNE RD (AT PUNGO FIELD)		2,945	3/13	C	2,371	2/3 - 2/5	C	2,668	3/4 - 3/9	C	2,648	3/8 - 3/10	C	3,056	3/28 - 4/4	C	3,157	3/26 - 3/28	C
VB	SHORE DRIVE	NORFOLK CL	DIAMOND SPRINGS RD		32,784	2/16 - 12/1	C	35,155	7/21 - 7/22	V	30,596	11/9 - 11/10	C	36,751	6/21	C	38,367	0/23 - 10/2	C	34,182	7/2	C
VB	SHORE DRIVE	DIAMOND SPRINGS RD	INDEPENDENCE BLVD		26,483	10/9	C	29,519	7/21 - 7/22	C	26,147	11/9 - 11/10	C	33,487	6/14 - 6/16	C	39,262	6/26 - 6/28	C	27,955	10/2 - 10/3	C
VB	SHORE DRIVE	INDEPENDENCE BLVD	PLEASURE HOUSE RD		18,970	10/9	C	19,945	7/21 - 7/22	C	21,445	6/8 - 6/10	C	20,702	6/21 - 6/23	C	19,464	7/17 - 7/18	V			
VB	SHORE DRIVE	PLEASURE HOUSE RD	NORTHAMPTON BLVD		18,970	10/9	C	19,945	7/21 - 7/22	C	21,445	6/8 - 6/10	C	20,702	6/21 - 6/23	C	19,464	7/17 - 7/18	V	21,867	7/16 - 7/18	C
VB	SHORE DRIVE	NORTHAMPTON BLVD	GREAT NECK RD		39,429	Wkdy average	V	40,097	Wkdy average	V	40,018	Wkdy average	V	39,427	Wkdy average	V	38,451	Wkdy average	V	38,248	Wkdy average	V
VB	SHORE DRIVE	GREAT NECK RD	ATLANTIC AVE		15,005	6/5	C	14,335	6/11 - 6/17	C				19,562	6/21 - 6/23	C	17,866	7/18 - 7/19	C	16,494	7/9	C
VB	UPTON DR	NIMMO PKWY	PRINCESS ANNE RD		18,469	7/1	C	17,527	6/2 - 6/9	C	17,945	6/8 - 6/10	C	19,466	5/25 - 5/26	C	18,845	6/27 - 6/28	C	19,670	5/8 - 5/9	C
VB	VA BEACH BLVD	NEWTOWN RD/NORFOLK CL	WITCHDUCK RD		38,409	2/19	C	39,095	8/5 - 8/6	C	39,199	8/17 - 8/19	C	37,045	8/24 - 8/30	C	32,827	9/12 - 9/18	C	33,723	8/27 - 8/28	C
VB	VA BEACH BLVD	WITCHDUCK RD	INDEPENDENCE BLVD		36,758	3/7 - 6/22	V	35,147	2/3 - 11/10	C	34,214	2/2 - 3/3	V							35,984	Wkdy average	C
VB	VA BEACH BLVD	INDEPENDENCE BLVD	CONSTITUTION DR		40,940	0/21 - 10/2	C	40,633	9/24 - 9/30	C	44,656	12/23	C	45,053	2/20 - 12/2	C	43,736	2/11 - 12/1	C	44,437	2/18 - 12/1	C
VB	VA BEACH BLVD	CONSTITUTION DR	ROSEMONT RD		48,500	2/5	C	45,167	2/3 - 2/4	C	49,271	7/2	C	43,730	7/19 - 7/20	C	45,984	9/4 - 9/6	C	44,518	7/24 - 7/30	C
VB	VA BEACH BLVD	ROSEMONT RD	S. PLAZA TRAIL/LITTLE NECK RD					52,488	5/7 - 5/13	C	56,380	5/11 - 5/12	C	54,289	5/10 - 5/12	C	51,853	6/19 - 6/21	C	51,977	5/14 - 5/16	C
VB	VA BEACH BLVD	S. PLAZA TRAIL/LITTLE NECK RD	LYNNHAVEN PKWY		37,224	2/6	C	38,840	7/28 - 7/30	C	37,640	5/12 - 5/13	C	38,937	5/11 - 5/12	C	35,558	6/19 - 6/21	C	37,006	5/14 - 5/16	C
VB	VA BEACH BLVD	LYNNHAVEN PKWY	GREAT NECK RD		49,676	5/7	C	52,318	5/7 - 5/13	C	47,520	5/18	C	50,920	5/17 - 5/19	C	41,821	6/19 - 6/21	C	40,629	5/14 - 5/16	C
VB	VA BEACH BLVD	GREAT NECK RD	LASKIN RD														33,257	6/27 - 6/28	V			
VB	VA BEACH BLVD	LASKIN RD	FIRST COLONIAL RD		31,836	5/15	C	35,531	7/14 - 7/15	C	32,035	5/25 - 6/3	C	30,735	5/17 - 5/19	C	28,606	11/6 - 11/7	C	29,503	5/14 - 5/16	C
VB	VA BEACH BLVD	FIRST COLONIAL RD	N OCEANA BLVD		20,616	6/26	C	20,860	7/14- 7/15	C	17,714	0/27 - 10/2	C	16,209	2/20 - 12/2	C	17,116	7/16	C	16,681	2/17 - 12/1	C
VB	VA BEACH BLVD	N OCEANA BLVD	BIRDNECK RD		14,208	8/7	C	14,422	7/14 - 7/15	C	14,098	5/20 - 5/25	C	12,821	5/17 - 5/19	C	14,552	6/19 - 6/21	C	12,707	5/14 - 5/16	C
VB	VA BEACH BLVD	BIRDNECK RD	PACIFIC AVE		11,870	6/26	C	14,294	7/15 - 7/16	C	11,349	6/9 - 6/16	C	11,863	6/14 - 6/21	C	12,044	7/11 - 7/12	C	10,452	6/18 - 6/20	C
VB	VA BEACH BLVD	PACIFIC AVE	ATLANTIC AVE		11,870	6/26	C	14,294	7/15 - 7/16	C	11,349	6/9 - 6/16	C	11,863	6/14 - 6/21	C	12,044	7/11 - 7/12	C	10,452	6/18 - 6/20	C
VB	WESLEYAN DR	NORFOLK CL	BAKER RD		19,278	6/16	C	18,197	0/20 - 10/2	C	19,141	0/13 - 10/2	C	18,828	2/13 - 12/1	C	17,182	7/17	V			
VB	WESLEYAN DR	BAKER RD	DIAMOND SPRINGS RD		15,280	6/18	C	14,799	6/24 - 6/25	C	15,320	8/31 - 9/2	C	14,590	8/3 - 8/9	C	17,635	9/25 - 9/27	C	13,329	9/18 - 9/19	C
VB	WESLEYAN DR	DIAMOND SPRINGS RD	HAYGOOD DR		19,534	6/18	C	22,642	6/24 - 6/25	C	19,464	8/25 - 8/31	C	19,453	8/3 - 8/9	C	20,046	9/26 - 9/27	C	18,225	9/18 - 9/19	C
VB	WEST NECK RD	NIMMO PKWY	NORTH LANDING RD																	9,000		E
VB	WEST NECK RD	NORTH LANDING RD	INDIAN RIVER RD		3,037	2/27	C	2,974	3/19 + 3/24	C	2,830	3/2 - 3/4	C	2,990	2/15 - 2/17	C	3,087	2/15 - 2/21	C	3,404	3/26 - 3/28	C
VB	WITCHDUCK RD	PRINCESS ANNE RD	I-264		30,987	11/4 - 11/6	C	27,526	6/23 - 6/24	C	28,748	8/31	C	29,154	8/9 - 8/10	C				28,855	6/25	C
VB	WITCHDUCK RD	I-264	VA BEACH BLVD		51,108	10/30 - 11/4	C				45,923	8/24 - 8/26	C	48,294	8/23 - 8/25	C	53,163	9/11 - 9/13	C	46,786	0/29 - 10/3	C

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Appendix A – CMP Roadway Segment Historical Volumes – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																	
					2008			2009			2010			2011			2012			2013		
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
VB	WITCHDUCK RD	VA BEACH BLVD	PEMBROKE BLVD		20,352	8/13	C	17,990	6/23 - 6/24	C	17,202	8/25 - 8/26	C	17,153	8/4 - 8/9	C	16,239	9/11 - 9/13	C	16,916	8/27 - 8/28	C
WMB	BOUNDARY ST	JAMESTOWN RD	FRANCIS ST								12,532	3/31 - 4/1	V							9,746	7/16 - 7/17	V
WMB	BYPASS RD	RICHMOND RD	YORK CL								26,802	7/13 - 7/14	V							24,178	7/16 - 7/17	V
WMB	BYPASS RD	ROUTE 132/YORK CL	PAGE ST								15,868	7/13 - 7/14	V							15,105	7/23 - 7/24	V
WMB	CAPITOL LANDING RD	BYPASS RD	MERRIMAC TRAIL																	6,980	7/16	V
WMB	COLONIAL NATL HIST PKWY	JAMES CITY CL/RTE 199	YORK CL																	3,000		E
WMB	FRANCIS ST	BOUNDARY ST	HENRY ST								8,917	3/31 - 4/1	V							7,303	7/16 - 7/17	V
WMB	HENRY ST S.	ROUTE 199	FRANCIS ST								3,801	3/30 - 3/31	V							3,145	7/16	V
WMB	HENRY ST	FRANCIS ST	LAFAYETTE ST								5,803	7/13 - 7/14	V							4,926	7/16 - 7/17	V
WMB	HENRY ST N.	LAFAYETTE ST	RTE 132Y								6,853	7/13 - 7/15	V							5,882	7/16 - 7/17	V
WMB	IRONBOUND RD	JAMES CITY CL	DEPUE DR								11,023	3/2 - 3/17	V							10,534	2/27 - 2/28	V
WMB	IRONBOUND RD	DEPUE DR	LONGHILL RD								9,913	7/14 - 7/15	V							9,806	7/16	V
WMB	IRONBOUND RD	LONGHILL RD	RICHMOND RD								15,292	7/14 - 7/15	V							14,493	7/16	V
WMB	JAMESTOWN RD	JAMES CITY CL	RTE 199								17,349	8/3 - 8/4	V							16,829	7/16 - 7/18	V
WMB	JAMESTOWN RD	RTE 199	JOHN TYLER LN								11,994	3/31 - 4/1	V							9,134	7/30 - 7/31	V
WMB	JAMESTOWN RD	JOHN TYLER LN	COLLEGE CREEK								13,820	3/31 - 4/1	V							10,161	7/16	V
WMB	JAMESTOWN RD	COLLEGE CREEK	BOUNDARY ST								13,820	3/31 - 4/1	V							10,161	7/16	V
WMB	LAFAYETTE ST	RICHMOND RD	HENRY ST								9,835	7/13 - 7/14	V							9,821	7/16	V
WMB	LAFAYETTE ST	HENRY ST	CAPITOL LANDING RD								10,151	8/3 - 8/4	V							10,046	7/16 - 7/18	V
WMB	LAFAYETTE ST	CAPITOL LANDING RD	PAGE ST								8,263	7/13 - 7/14	V							8,160	7/16	V
WMB	MERRIMAC TRAIL	YORK CL (SOUTH)	CAPITOL LANDING RD								7,217	7/13 - 7/15	V							7,273	7/16	V
WMB	MERRIMAC TRAIL	CAPITOL LANDING RD	YORK CL (NORTH)								9,445	7/13 - 7/15	V							9,341	7/16	V
WMB	MONTICELLO AVE	IRONBOUND RD	RICHMOND RD								17,074	3/31 - 4/1	V							15,269	7/16	V
WMB	PAGE ST	BYPASS RD	SECOND ST								15,332	7/13 - 7/14	V							14,186	7/16 - 7/17	V
WMB	PAGE ST	SECOND ST	YORK ST								15,804	7/13 - 7/14	V							14,062	7/30 - 7/31	V
WMB	QUARTERPATH RD	ROUTE 199	YORK ST								595	8/24 - 8/26	V							1,169	7/16	V
WMB	RICHMOND RD	JAMES CITY CL	IRONBOUND RD								23,783	7/13 - 7/14	V									
WMB	RICHMOND RD	IRONBOUND RD	BYPASS RD								25,987	8/24 - 11/10	V							27,656	7/16	V
WMB	RICHMOND RD	BYPASS RD	MONTICELLO AVE								19,001	4/13 - 4/14	V							20,187	8/13 - 8/14	V
WMB	RICHMOND RD	MONTICELLO AVE	BROOKS ST								13,511	3/30 - 3/31	V							10,623	7/16	V
WMB	RICHMOND RD	BROOKS ST	BOUNDARY ST								13,511	3/30 - 3/31	V							10,623	7/16	V
WMB	ROUTE 132	ROUTE 132Y	BYPASS RD/YORK CL								10,116	7/13 - 7/15	V							8,670	7/16 - 7/17	V
WMB	ROUTE 132Y	ROUTE 132	COLONIAL PKWY														5,700		E			
WMB	ROUTE 199	JAMES CITY CL (WEST)	JAMESTOWN RD								36,498	3/2 - 3/18	V							35,623	2/19 - 2/21	V
WMB	ROUTE 199	JAMESTOWN RD	JAMES CITY CL (EAST)								36,180	2/24 - 2/25	V							37,165	2/20 - 2/21	V
WMB	SECOND ST	PAGE ST	YORK CL								15,123	7/13 - 7/14	V							14,031	8/13 - 8/14	V
WMB	TREYBURN DR	MONTICELLO AVE	IRONBOUND RD																	3,000		E
WMB	YORK ST	PAGE ST	JAMES CITY CL								13,385	7/13 - 7/14	V							12,201	7/16	V
YC	BALLARD ST	COLONIAL PKWY	COOK RD								5,899	6/23 - 6/24	V							5,473	7/9 - 7/10	V
YC	BALLARD ST	COOK RD	COAST GUARD TRAINING CENTER								2,430	6/30 - 7/1	V							2,900	7/16 - 7/17	V
YC	BIG BETHEL RD	HAMPTON CL	HAMPTON HWY (RTE 134)								9,444	6/23 - 6/24	V							11,852	7/9 - 7/10	V
YC	BIG BETHEL RD	HAMPTON HWY (RTE 134)	VICTORY BLVD (RTE 171)								4,971	8/4 - 8/5	V							5,211	7/9 - 7/10	V
YC	BYPASS RD	WILLIAMSBURG CL	WALLER MILL RD								26,802	7/13 - 7/14	V							24,178	7/16 - 7/17	V
YC	BYPASS RD	WALLER MILL RD	ROUTE 132/WILLIAMSBURG CL								26,802	7/13 - 7/14	V							24,178	7/16 - 7/17	V
YC	COLONIAL NATL HIST PKWY	WILLIAMSBURG CL	BALLARD ST																	6,000		E
YC	COOK RD	GEORGE WASHINGTON HWY	GOOSLEY RD								6,368	6/30 - 7/1	V							6,256	7/9 - 7/10	V
YC	COOK RD	GOOSLEY RD	BALLARD ST																	7,330	7/23	V
YC	DENBIGH BLVD	NEWPORT NEWS CL	ROUTE 17		15,942	Wkdy average	V	16,225	Wkdy average	V	16,203	Wkdy average	V	16,045	Wkdy average	V	15,813	Wkdy average	V	15,873	Wkdy average	V
YC	EAST YORKTOWN RD	VICTORY BLVD	POQUOSON CL								5,585	6/23 - 6/24	V							5,787	7/9 - 7/10	V
YC	FORT EUSTIS BLVD	NEWPORT NEWS CL	ROUTE 17																	18,429	6/26 - 6/27	V

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WEEKDAY TRAFFIC VOLUMES																			
					2008			2009			2010			2011			2012			2013				
					VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE		VOLUME	COUNT DATE & SOURCE	
YC	FORT EUSTIS BLVD EXT	ROUTE 17	OLD YORK - HAMPTON HWY								3,312	5/12	V							3,322	6/26	V
YC	GEORGE WASHINGTON HWY	NEWPORT NEWS CL	VICTORY BLVD (RTE 171)								38,983	6/16 - 6/17	V							35,050	6/19 - 6/20	V
YC	GEORGE WASHINGTON HWY	VICTORY BLVD (RTE 171)	HAMPTON HWY (RTE 134)								42,347	6/15 - 6/16	V							38,592	6/19 - 6/20	V
YC	GEORGE WASHINGTON HWY	HAMPTON HWY (RTE 134)	DARE RD		54,638	Wkdy average	V	53,184	Wkdy average	V	54,914	Wkdy average	V	52,869	Wkdy average	V						
YC	GEORGE WASHINGTON HWY	DARE RD	DENBIGH BLVD (RTE 173)								39,235	6/15 - 6/16	V							37,878	6/19 - 6/20	V
YC	GEORGE WASHINGTON HWY	DENBIGH BLVD (RTE 173)	FORT EUSTIS BLVD (RTE 105)								39,111	6/15 - 6/16	V							36,726	6/19 - 6/20	V
YC	GEORGE WASHINGTON HWY	FORT EUSTIS BLVD (RTE 105)	COOK RD								38,988	6/15 - 6/16	V							34,284	7/31 - 8/1	V
YC	GEORGE WASHINGTON HWY	COOK RD	GOOSLEY RD (RTE 238)								29,384	8/4 - 8/5	V							35,113	6/19 - 8/1	V
YC	GEORGE WASHINGTON HWY	GOOSLEY RD (RTE 238)	GLOUCESTER CL (COLEMAN BRIDGE)								34,117	6/15 - 6/16	V							34,432	6/19 - 6/20	V
YC	GOODWIN NECK RD	ROUTE 17	WOLF TRAP RD								9,318	6/23 - 6/24	V							9,576	6/26 - 6/27	V
YC	GOOSLEY RD	OLD WILLIAMSBURG RD	CRAWFORD RD								6,878	6/23 - 6/24	V							6,436	7/10 - 7/11	V
YC	GOOSLEY RD	CRAWFORD RD	ROUTE 17								6,878	6/23 - 6/24	V							6,436	7/10 - 7/11	V
YC	GOOSLEY RD	ROUTE 17	COOK RD								1,690	6/23 - 7/14	V							1,530	6/26 - 6/27	V
YC	HAMPTON HWY	ROUTE 17	VICTORY BLVD (RTE 171)								21,178	6/15 - 6/16	V							18,435	7/16	V
YC	HAMPTON HWY	VICTORY BLVD (RTE 171)	BIG BETHEL RD (RTE 600)								29,041	6/16 - 6/17	V							25,607	6/25 - 6/26	V
YC	HAMPTON HWY	BIG BETHEL RD (RTE 600)	NCL HAMPTON								27,101	7/21 - 7/22	V							26,040	6/25 - 6/26	V
YC	LIGHTFOOT RD	ROUTE 60	MOORETOWN RD								10,211	6/22 - 6/23	V							10,249	7/9 - 7/10	V
YC	MERRIMAC TRAIL	JAMES CITY CL	BUSCH GARDENS INTERCHANGE								10,021	2/24 - 2/25	V							10,828	2/20 - 2/21	V
YC	MERRIMAC TRAIL	BUSCH GARDENS INTERCHANGE	ROUTE 199/JAMES CITY CL								14,675	6/22 - 6/23	V							18,641	6/26 - 6/27	V
YC	MERRIMAC TRAIL	PENNIMAN RD/JAMES CITY CL	SECOND ST								16,342	2/24 - 2/25	V									
YC	MERRIMAC TRAIL	SECOND ST	WILLIAMSBURG CL								7,936	6/22 - 6/23	V							8,001	6/26 - 6/27	V
YC	MERRIMAC TRAIL	WILLIAMSBURG CL	ROUTE 132								9,226	6/22 - 6/23	V							9,168	7/30 - 7/31	V
YC	MOORETOWN RD	WALLER MILL RD	AIRPORT RD								6,289	6/22 - 6/23	V							5,885	7/9 - 7/10	V
YC	MOORETOWN RD	AIRPORT RD	OLD MOORETOWN RD								9,283	6/22 - 6/23	V							9,024	7/9 - 7/10	V
YC	MOORETOWN RD	OLD MOORETOWN RD	ROUTE 199																	20,000		E
YC	MOORETOWN RD	ROUTE 199	LIGHTFOOT RD																	10,000		E
YC	NEWMAN RD	I-64	FENTON MILL RD								2,859	6/22 - 6/23	V							2,955	7/16 - 8/1	V
YC	OLD WILLIAMSBURG RD	NEWPORT NEWS CL	BAPTIST RD/MAIN RD		10,571	Wkdy average	V	10,887	Wkdy average	V	11,158	Wkdy average	V	11,325	Wkdy average	V	10,749	Wkdy average	V	9,749	Wkdy average	V
YC	OLD WILLIAMSBURG RD	BAPTIST RD/MAIN RD	GOOSLEY RD								9,833	6/23 - 6/24	V							9,179	7/10 - 7/11	V
YC	PENNIMAN RD (RTE 641)	ROUTE 199	COLONIAL PKWY		5,335	Wkdy average	V	5,517	Wkdy average	V	5,479	Wkdy average	V	6,033	Wkdy average	V	6,040	Wkdy average	V	6,009	Wkdy average	V
YC	POCAHONTAS TRAIL	JCC LINE @ RTE 199	KINGSMILL RD																	8,600		E
YC	POCAHONTAS TRAIL	KINGSMILL RD	BUSCH GARDENS INTERCHANGE																	12,000		E
YC	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	JAMES CITY CL								11,459	6/30 - 7/1	V							11,143	6/26 - 6/27	V
YC	ROUTE 132	BYPASS RD/WILLIAMSBURG CL	ROUTE 143								11,135	7/14 - 7/15	V							10,165	7/30 - 7/31	V
YC	ROUTE 143	ROUTE 132	I-64								19,138	6/22 - 6/23	V							18,870	6/26 - 6/27	V
YC	ROUTE 199	RTE 60/RTE 143/JCC LINE	I-64		30,616	Wkdy average	V	30,900	Wkdy average	V	30,753	Wkdy average	V	30,622	Wkdy average	V	30,549	Wkdy average	V	30,661	Wkdy average	V
YC	ROUTE 199	I-64	MARQUIS PKWY								20,012	7/13 - 7/15	V							18,133	7/10 - 7/11	V
YC	ROUTE 199	MARQUIS PKWY	RTE 641 (PENNIMAN RD)								9,598	7/13 - 7/15	V							9,055	7/10 - 7/11	V
YC	SECOND ST	WILLIAMSBURG CL	MERRIMAC TRAIL								15,123	7/13 - 7/14	V							14,031	8/13 - 8/14	V
YC	VICTORY BLVD	NEWPORT NEWS CL	ROUTE 17								52,998	6/30 - 11/17	V							48,289	7/10 - 7/16	V
YC	VICTORY BLVD	ROUTE 17	HAMPTON HWY (RTE 134)								33,648	6/30 - 7/1	V							29,985	1/20 - 11/2	V
YC	VICTORY BLVD	HAMPTON HWY (RTE 134)	BIG BETHEL RD (RTE 600)								20,304	6/30 - 7/1	V							19,649	7/9 - 7/10	V
YC	VICTORY BLVD	BIG BETHEL RD (RTE 600)	CARYS CHAPEL RD (RTE 782)								21,568	6/30 - 7/1	V							20,022	7/23	V
YC	VICTORY BLVD	CARYS CHAPEL RD (RTE 782)	POQUOSON CL								13,315	7/20	V							12,962	7/23	V
YC	WALLER MILL RD	ROUTE 60	MOORETOWN RD								4,634	7/13 - 7/15	V							4,310	7/9 - 7/10	V

LEGEND

VOLUME – This column shows the average 24-hour volume in that particular year based on traffic counts collected on the dates shown.
COUNT DATE & SOURCE – This column shows the source for each traffic count, and the dates that the count was taken.
For those counts showing "Wkdy average" as the count date, traffic volumes are collected continuously throughout the year and the weekday (Tuesdays-Thursday) average is shown.
The following codes are used to represent each count source: C – City/county, E – Estimate, O – Other, T – Tunnel or toll facility, V - VDOT

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Interstates and Freeways/Expressways - AM PEAK PERIOD

					AM PEAK PERIOD (2013)											
					NORTHBOUND/EASTBOUND						SOUTHBOUND/WESTBOUND					
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM SLOWEST TIME	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM SLOWEST TIME	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX
CHES	CHESAPEAKE EXPWY	GALLBUSH RD	BATTLEFIELD BLVD (NEAR INDIAN CI	NS	57.1	1.02	7:00	0.3	0.03	1.05	53.4	1.06	8:30	0.4	0.05	1.10
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (NEAR INDIAN CI	HILLCREST PKWY	NS	61.8	1.02	8:30	0.3	0.03	1.05	60.3	1.03	8:45	0.2	0.03	1.05
CHES	CHESAPEAKE EXPWY	HILLCREST PKWY	BATTLEFIELD BLVD (S OF GREAT BRI	NS	60.3	1.01	8:45	0.2	0.05	1.05	59.5	1.03	8:45	1.7	0.04	1.07
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (S OF GREAT BRI	HANBURY RD	NS	56.5	1.10	8:00	2.9	0.31	1.43	60.4	1.04	6:30	1.3	0.06	1.09
CHES	CHESAPEAKE EXPWY	HANBURY RD	MT PLEASANT RD	NS	44.6	1.39	7:30	14.1	0.96	2.73	60.9	1.02	6:45	0.8	0.04	1.06
CHES	CHESAPEAKE EXPWY	MT PLEASANT RD	BATTLEFIELD BLVD (N OF GREAT BR	NS	50.8	1.21	7:30	17.3	0.33	1.60	59.8	1.02	6:15	1.0	0.04	1.06
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (N OF GREAT BRI	DOMINION BLVD	NS	50.8	0.98	7:45	0.0	0.47	1.44	53.1	0.99	5:00	0.0	0.10	1.02
CHES	CHESAPEAKE EXPWY	DOMINION BLVD	I-64	NS	46.5	1.18	7:45	9.8	0.38	1.62	51.1	0.98	5:00	0.0	0.09	1.00
JCC	I-64	NEW KENT CL	RTE 30	EW	67.5	0.96	5:00	0.0	0.07	1.00	68.0	0.96	5:00	0.0	0.05	0.99
JCC	I-64	RTE 30	CROAKER RD (RTE 607)	EW	68.3	0.95	5:00	0.0	0.04	0.99	67.4	0.96	5:00	0.0	0.05	1.00
JCC	I-64	CROAKER RD (RTE 607)	YORK CL	EW	67.7	0.96	5:00	0.0	0.05	0.99	66.8	0.97	5:00	0.0	0.06	1.00
YC	I-64	JAMES CITY CL	RTE 199/646	EW	67.7	0.96	5:00	0.0	0.05	0.99	66.8	0.97	5:00	0.0	0.06	1.00
YC	I-64	RTE 199/646	RTE 143	EW	67.9	0.96	5:00	0.0	0.05	0.99	67.1	0.97	5:00	0.0	0.06	1.00
YC	I-64	RTE 143	RTE 199 (EAST OF WILLIAMSBURG)	EW	67.2	0.97	5:00	0.0	0.05	1.00	66.8	0.97	5:00	0.0	0.05	1.00
YC	I-64	RTE 199 (EAST OF WILLIAMSBURG)	GROVE CONNECTOR	EW	61.7	1.05	8:15	1.1	0.05	1.02	64.9	1.00	5:00	0.0	0.06	1.04
YC	I-64	GROVE CONNECTOR	JAMES CITY CL	EW	65.4	0.99	8:15	0.0	0.05	1.01	64.4	1.01	8:30	0.2	0.05	1.02
JCC	I-64	YORK CL	NEWPORT NEWS CL	EW	65.4	0.99	8:15	0.0	0.05	1.01	64.4	1.01	8:30	0.2	0.05	1.02
NN	I-64	JAMES CITY CL	RTE 143 (NORTH)	EW	65.4	0.99	8:15	0.0	0.05	1.01	64.4	1.01	8:30	0.2	0.05	1.02
NN	I-64	RTE 143 (NORTH)	YORKTOWN RD	EW	61.6	1.05	8:00	0.9	0.20	1.27	62.6	1.04	8:15	1.0	0.06	1.03
NN	I-64	YORKTOWN RD	FORT EUSTIS BLVD	EW	58.0	1.12	8:00	3.8	0.52	1.70	64.8	1.00	8:45	0.0	0.06	1.03
NN	I-64	FORT EUSTIS BLVD	JEFFERSON AVE	EW	63.4	1.03	7:45	0.5	0.13	1.14	55.8	1.17	8:00	10.9	0.63	1.90
NN	I-64	JEFFERSON AVE	OYSTER POINT RD	EW	64.4	1.01	7:30	0.4	0.04	1.04	61.9	1.05	8:30	3.1	0.09	1.14
NN	I-64	OYSTER POINT RD	J C MORRIS BLVD	EW	64.2	1.01	7:45	1.0	0.06	1.07	64.7	1.00	5:00	0.0	0.04	1.03
NN	I-64	J C MORRIS BLVD	HAMPTON CL	EW	62.1	1.03	8:30	2.3	0.09	1.10	62.4	1.03	8:00	1.4	0.04	1.06
HAM	I-64	NEWPORT NEWS CL	HRC PARKWAY	EW	62.1	1.03	8:30	2.3	0.09	1.10	62.4	1.03	8:00	1.4	0.04	1.06
HAM	I-64	HRC PARKWAY	MAGRUDER BLVD	EW	61.4	1.06	7:15	4.3	0.04	1.04	59.7	1.07	8:00	2.8	0.05	1.04
HAM	I-64	MAGRUDER BLVD	MERCURY BLVD	EW	61.0	1.05	7:15	2.8	0.04	1.04	61.2	1.04	8:00	1.2	0.05	1.04
HAM	I-64	MERCURY BLVD	I-664	EW	62.3	1.04	7:15	4.0	0.05	1.07	62.5	1.01	5:00	0.1	0.05	1.04
HAM	I-64	I-664	ARMISTEAD AVE	EW	52.3	1.19	7:45	14.9	0.37	1.59	62.8	1.02	5:00	1.3	0.05	1.06
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EW	37.3	1.69	8:00	49.5	2.64	6.16	61.9	1.02	5:00	0.5	0.06	1.07
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EW	15.3	3.96	7:45	186.4	2.70	8.31	61.1	1.03	7:30	2.3	0.04	1.05
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EW	17.7	3.29	7:30	194.5	1.11	4.64	57.5	1.08	7:30	3.6	0.06	1.07
HAM	I-64/HRBT	MALLORY ST	NORFOLK CL	EW	44.7	1.29	7:45	31.4	0.25	1.54	54.3	1.09	8:30	7.3	0.25	1.36
NOR	I-64/HRBT	HAMPTON CL	OCEAN VIEW AVE	EW	44.7	1.29	7:45	31.4	0.25	1.54	54.3	1.09	8:30	7.3	0.25	1.36
NOR	I-64	OCEAN VIEW AVE	4TH VIEW AVE	EW	59.3	1.04	8:00	3.7	0.06	1.10	53.7	1.13	8:45	8.5	0.68	1.91
NOR	I-64	4TH VIEW AVE	BAY AVE	EW	60.9	1.02	7:45	1.3	0.06	1.06	57.5	1.10	8:45	4.8	0.26	1.34
NOR	I-64	BAY AVE	GRANBY ST	EW	60.2	1.03	7:00	3.1	0.06	1.08	59.6	1.04	8:45	4.3	0.09	1.12
NOR	I-64	GRANBY ST	I-564/LITTLE CREEK RD	EW	57.8	1.08	8:45	3.1	0.06	1.08	60.0	1.04	5:30	5.5	0.08	1.12
NOR	I-64 REVERSIBLE LANES	I-564/LITTLE CREEK RD	TIDEWATER DR	EW	63.3	1.02	5:00	0.0	0.02	1.03	60.2	1.07	6:00	2.4	0.34	1.44
NOR	I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	EW	56.6	1.11	8:30	5.1	0.15	1.22	54.2	1.16	6:15	25.3	0.64	1.90
NOR	I-64 REVERSIBLE LANES	TIDEWATER DR	CHESAPEAKE BLVD	EW	61.5	1.06	8:00	0.0	0.25	1.33	60.0	1.08	6:00	1.2	0.49	1.56
NOR	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EW	51.0	1.21	8:15	16.2	0.87	2.28	45.0	1.39	6:15	48.0	1.78	3.86
NOR	I-64 REVERSIBLE LANES	CHESAPEAKE BLVD	NORVIEW AVE	EW	60.8	1.07	8:00	0.0	0.37	1.47	60.1	1.08	6:15	1.3	0.47	1.59
NOR	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EW	48.1	1.30	8:00	30.5	1.02	2.64	46.6	1.34	6:30	43.6	1.44	3.27
NOR	I-64 REVERSIBLE LANES	NORVIEW AVE	MILITARY HWY	EW	60.1	1.08	8:00	0.0	0.12	1.20	63.2	1.03	6:15	0.2	0.06	1.07
NOR	I-64	NORVIEW AVE	MILITARY HWY	EW	53.6	1.16	7:45	17.4	0.40	1.61	49.9	1.24	6:45	34.5	1.23	2.76
NOR	I-64 REVERSIBLE LANES	MILITARY HWY	NORTHAMPTON BLVD	EW	62.8	1.04	8:30	0.0	0.13	1.17	63.6	1.02	7:45	0.1	0.13	1.16
NOR	I-64	MILITARY HWY	NORTHAMPTON BLVD	EW	56.9	1.09	7:45	8.1	0.26	1.34	44.8	1.37	7:30	45.3	0.99	2.59
NOR	I-64 REVERSIBLE LANES	NORTHAMPTON BLVD	I-264	EW	61.6	1.05	8:45	0.0	0.07	1.12	60.2	1.08	7:30	2.1	0.21	1.30
NOR	I-64	NORTHAMPTON BLVD	I-264	EW	52.1	1.13	8:30	12.0	0.33	1.50	44.0	1.41	7:30	53.6	1.13	2.79

See page B-3 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Interstates and Freeways/Expressways - AM PEAK PERIOD

					AM PEAK PERIOD (2013)											
					NORTHBOUND/EASTBOUND						SOUTHBOUND/WESTBOUND					
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM SLOWEST TIME	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM SLOWEST TIME	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX
NOR	I-64	I-264	VA BEACH CL	EW	59.1	1.04	8:45	2.8	0.04	1.05	37.1	1.62	7:45	77.6	0.83	2.96
VB	I-64	NORFOLK CL	INDIAN RIVER RD	EW	59.1	1.04	8:45	2.8	0.04	1.05	37.1	1.62	7:45	77.6	0.83	2.96
VB	I-64	INDIAN RIVER RD	CHESEAPEAKE CL	EW	61.4	1.01	5:15	0.3	0.05	1.06	44.3	1.38	7:45	31.0	1.31	3.13
CHES	I-64	VA BEACH CL	GREENBRIER PKWY	EW	61.4	1.01	5:15	0.3	0.05	1.06	44.3	1.38	7:45	31.0	1.31	3.13
CHES	I-64	GREENBRIER PKWY	BATTLEFIELD BLVD	EW	58.6	1.05	8:30	1.2	0.04	1.04	59.0	1.05	8:00	1.7	0.27	1.33
CHES	I-64	BATTLEFIELD BLVD	I-464	EW	55.9	1.08	8:15	4.9	0.05	1.06	62.0	1.00	5:45	0.0	0.05	1.03
CHES	I-64	I-464	GEORGE WASHINGTON HWY	EW	58.6	1.04	7:45	2.0	0.04	1.06	55.4	1.10	7:30	10.2	0.19	1.31
CHES	I-64	GEORGE WASHINGTON HWY	MILITARY HWY	EW	61.0	1.02	7:15	0.5	0.06	1.06	18.0	3.38	7:45	125.8	1.32	5.86
CHES	I-64	MILITARY HWY	I-264&664	EW	59.7	1.02	7:00	0.6	0.04	1.03	27.4	2.23	7:45	44.9	1.76	5.33
CHES	I-264	I-64&664	WCL PORTSMOUTH	EW	61.1	1.01	7:45	0.3	0.05	1.05	59.7	1.02	5:00	0.5	0.05	1.06
PORT	I-264	WCL PORTSMOUTH	GREENWOOD DR	EW	61.1	1.01	7:45	0.3	0.05	1.05	59.7	1.02	5:00	0.5	0.05	1.06
PORT	I-264	GREENWOOD DR	VICTORY BLVD	EW	60.1	1.03	7:45	1.2	0.05	1.06	60.4	1.02	5:00	0.1	0.05	1.06
PORT	I-264	VICTORY BLVD	PORTSMOUTH BLVD	EW	57.4	1.07	7:30	3.7	0.13	1.19	60.1	1.04	5:30	1.1	0.05	1.07
PORT	I-264	PORTSMOUTH BLVD	FREDERICK BLVD	EW	33.3	1.86	7:45	36.8	1.22	4.13	60.0	1.03	7:00	1.7	0.07	1.10
PORT	I-264	FREDERICK BLVD	FUTURE MLK FWY	EW	13.3	4.59	7:45	229.9	1.96	9.18	60.4	1.02	7:00	0.8	0.06	1.08
PORT	I-264	FUTURE MLK FWY	DES MOINES AVE	EW	13.3	4.59	7:45	229.9	1.96	9.18	60.4	1.02	7:00	0.8	0.06	1.08
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EW	10.1	5.73	7:45	388.2	1.30	8.64	58.1	1.03	5:00	1.5	0.07	1.09
PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	NORFOLK CL	EW	18.8	2.65	8:00	208.7	0.62	3.78	29.9	1.68	7:00	85.8	0.57	2.60
NOR	I-264/DOWNTOWN TUNNEL	PORTSMOUTH CL	I-464	EW	18.8	2.65	8:00	208.7	0.62	3.78	29.9	1.68	7:00	85.8	0.57	2.60
NOR	I-264/BERKLEY BRIDGE	I-464	WATERSIDE/CITY HALL/TIDEWATER	EW	40.9	1.41	7:45	54.0	0.42	1.89	19.4	2.47	7:00	160.2	1.07	4.19
NOR	I-264	WATERSIDE/CITY HALL/TIDEWATER	BRAMBLETON AVE	EW	59.3	1.01	5:15	0.1	0.06	1.07	38.6	1.51	7:00	42.7	0.87	2.82
NOR	I-264	BRAMBLETON AVE	BALLENTINE BLVD	EW	60.5	1.02	6:00	1.1	0.07	1.07	56.1	1.07	6:45	13.2	0.16	1.24
NOR	I-264	BALLENTINE BLVD	MILITARY HWY	EW	60.7	1.01	5:15	0.1	0.06	1.07	60.0	1.01	8:00	0.3	0.06	1.03
NOR	I-264	MILITARY HWY	I-64	EW	60.9	1.01	5:15	0.1	0.05	1.05	61.0	1.03	5:15	2.0	0.09	1.12
NOR	I-264	I-64	NEWTOWN RD/WCL VA. BEACH	EW	60.3	1.01	5:00	0.6	0.08	1.08	58.7	1.07	8:15	8.4	0.13	1.20
VB	I-264	NEWTOWN RD/ECL NORFOLK	WITCHDUCK RD	EW	59.9	1.03	7:45	3.5	0.06	1.08	57.9	1.10	8:15	12.8	0.26	1.36
VB	I-264	WITCHDUCK RD	INDEPENDENCE BLVD	EW	61.2	1.02	8:15	2.2	0.06	1.08	52.7	1.20	8:00	28.6	0.60	1.88
VB	I-264	INDEPENDENCE BLVD	ROSEMONT RD	EW	61.7	1.01	5:00	0.1	0.04	1.04	52.8	1.18	8:00	17.5	0.87	2.21
VB	I-264	ROSEMONT RD	LYNNHAVEN PKWY	EW	61.5	1.02	5:00	0.6	0.05	1.05	60.1	1.04	8:30	3.2	0.05	1.07
VB	I-264	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	60.9	1.03	5:00	1.5	0.06	1.06	60.7	1.01	5:00	0.2	0.06	1.05
VB	I-264	LONDON BRIDGE RD	LASKIN RD	EW	60.9	1.03	5:00	1.5	0.06	1.06	60.7	1.01	5:00	0.2	0.06	1.05
VB	I-264	LASKIN RD	FIRST COLONIAL RD	EW	60.0	1.04	5:00	0.3	0.05	1.07	61.0	1.03	5:00	0.2	0.05	1.06
VB	I-264	FIRST COLONIAL RD	S.E. PARKWAY CORRIDOR	EW	55.3	1.10	5:00	0.9	0.09	1.14	59.4	1.03	5:00	0.3	0.06	1.07
VB	I-264	S.E. PARKWAY CORRIDOR	BIRDNECK RD	EW	55.3	1.10	5:00	0.9	0.09	1.14	59.4	1.03	5:00	0.3	0.06	1.07
VB	I-264	BIRDNECK RD	PARKS AVE	EW	46.5	1.10	7:00	3.0	0.20	1.32	48.4	1.09	5:00	0.7	0.09	1.11
CHES	I-464	I-64	MILITARY HWY	NS	59.7	1.02	8:15	2.1	0.06	1.09	57.8	1.06	5:15	3.0	0.07	1.12
CHES	I-464	MILITARY HWY	FREEMAN AVE	NS	62.4	1.01	5:00	0.4	0.05	1.05	58.1	1.07	6:00	1.6	0.11	1.19
CHES	I-464	FREEMAN AVE	POINDEXTER ST	NS	56.4	1.12	8:00	4.7	0.33	1.49	60.6	1.04	5:15	1.1	0.07	1.10
CHES	I-464	POINDEXTER ST	NORFOLK CL	NS	28.9	2.11	8:00	45.1	1.12	3.79	58.2	1.06	5:15	2.1	0.08	1.15
NOR	I-464	CHESAPEAKE CL	SOUTH MAIN ST	NS	28.9	2.11	8:00	45.1	1.12	3.79	58.2	1.06	5:15	2.1	0.08	1.15
NOR	I-464	SOUTH MAIN ST	I-264	NS	22.4	2.57	8:00	72.3	0.93	3.92	51.5	1.11	6:30	4.1	0.14	1.25
NOR	I-564	ADMIRAL TAUSSIG BLVD	FUTURE INTERMODAL CONNECTOR	NS	27.1	1.92	6:15	89.6	1.02	3.22	47.9	1.04	6:15	0.4	0.12	1.16
NOR	I-564	FUTURE INTERMODAL CONNECTOR	INTERNATIONAL TERMINAL BLVD	NS	27.1	1.92	6:15	89.6	1.02	3.22	47.9	1.04	6:15	0.4	0.12	1.16
NOR	I-564	INTERNATIONAL TERMINAL BLVD	I-64	NS	40.9	1.26	6:15	24.0	0.96	2.30	48.0	1.05	6:30	0.7	0.20	1.24
CHES	I-664	I-64 & I-264	ROUTES 13/58/460	EW	60.3	1.03	7:45	4.9	0.05	1.08	56.7	1.08	8:00	5.1	0.57	1.69
CHES	I-664	ROUTES 13/58/460	DOCK LANDING RD	EW	57.1	1.09	7:15	6.8	0.26	1.37	54.7	1.14	7:45	7.0	0.37	1.48
CHES	I-664	DOCK LANDING RD	PORTSMOUTH BLVD	EW	56.0	1.12	7:30	7.2	0.39	1.51	54.9	1.15	7:30	8.3	0.09	1.16
CHES	I-664	PORTSMOUTH BLVD	PUGHSVILLE RD	EW	57.4	1.11	7:30	5.6	0.43	1.57	54.0	1.18	7:30	11.2	0.08	1.18
CHES	I-664	PUGHSVILLE RD	SUFFOLK CL	EW	59.0	1.09	7:45	2.9	0.09	1.18	54.8	1.17	7:45	9.9	0.06	1.15
SUF	I-664	CHESAPEAKE CL	BRIDGE RD	EW	59.0	1.09	7:45	2.9	0.09	1.18	54.8	1.17	7:45	9.9	0.06	1.15

See page B-3 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Interstates and Freeways/Expressways - AM PEAK PERIOD

					AM PEAK PERIOD (2013)											
					NORTHBOUND/EASTBOUND						SOUTHBOUND/WESTBOUND					
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM SLOWEST TIME	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM SLOWEST TIME	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX
SUF	I-664	BRIDGE RD	WESTERN FWY	EW	58.3	1.09	7:45	3.2	0.07	1.11	55.3	1.15	7:45	7.4	0.17	1.30
SUF	I-664	WESTERN FWY	COLLEGE DR	EW	62.7	1.02	5:15	0.2	0.05	1.06	57.3	1.11	7:30	7.5	0.41	1.56
SUF	I-664/MMMBT	COLLEGE DR	NEWPORT NEWS CL	EW	61.0	1.02	5:00	0.1	0.07	1.07	57.2	1.07	7:45	2.8	0.30	1.38
NN	I-664/MMMBT	SUFFOLK CL	TERMINAL AVE	EW	61.0	1.02	5:00	0.1	0.07	1.07	57.2	1.07	7:45	2.8	0.30	1.38
NN	I-664	TERMINAL AVE	23RD ST	EW	54.5	1.08	8:15	2.8	0.21	1.25	62.1	1.00	8:00	0.0	0.05	1.04
NN	I-664	23RD ST	CHESTNUT AVE	EW	58.7	1.04	8:15	1.5	0.06	1.06	60.9	1.02	5:45	0.2	0.06	1.07
NN	I-664	CHESTNUT AVE	HAMPTON CL	EW	59.4	1.05	7:00	3.0	0.06	1.07	61.5	1.02	5:00	0.2	0.07	1.08
HAM	I-664	NEWPORT NEWS CL	ABERDEEN RD	EW	59.4	1.05	7:00	3.0	0.06	1.07	61.5	1.02	5:00	0.2	0.07	1.08
HAM	I-664	ABERDEEN RD	POWER PLANT PKWY	EW	61.6	1.02	7:15	0.7	0.05	1.05	62.5	1.00	7:15	0.0	0.05	1.05
HAM	I-664	POWER PLANT PKWY	I-64	EW	61.1	1.01	5:00	0.2	0.06	1.05	60.8	1.02	7:30	0.4	0.05	1.05
PORT	M L K FREEWAY	HIGH ST	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-
PORT	M L K FREEWAY	LONDON BLVD	WESTERN FREEWAY/MIDTOWN TUN	NS	39.8	1.31	8:00	7.5	0.47	1.92	47.4	1.09	8:00	7.7	0.11	1.20
CHES	ROUTE 13/58/460	SUFFOLK CL	I-664	EW	60.9	1.02	5:00	0.9	0.14	1.15	61.4	1.02	5:15	0.2	0.06	1.08
SUF	ROUTE 13/58/460	SUFFOLK BYPASS	CHESAPEAKE CL	EW	60.9	1.02	5:00	0.9	0.14	1.15	61.4	1.02	5:15	0.2	0.06	1.08
YC	ROUTE 199	I-64	MOORETOWN RD	EW	55.4	1.05	7:30	2.2	0.08	1.13	54.3	1.07	5:30	1.0	0.07	1.13
YC	ROUTE 199	MOORETOWN RD	JCC LINE (WESTSIDE)	EW	54.9	1.02	6:30	0.4	0.07	1.08	56.8	1.04	5:30	0.7	0.07	1.09
JCC	ROUTE 199	YORK CL	RICHMOND RD (RTE 60)	EW	54.9	1.02	6:30	0.4	0.07	1.08	56.8	1.04	5:30	0.7	0.07	1.09
JCC	ROUTE 199	RICHMOND RD (RTE 60)	LONGHILL RD (RTE 612)	EW	49.8	1.03	5:00	0.0	0.11	1.12	48.9	1.04	5:15	0.1	0.08	1.06
JCC	ROUTE 199	LONGHILL RD (RTE 612)	MONTICELLO AVE (RTE 321)	EW	50.4	1.00	5:00	0.0	0.12	1.01	48.5	1.03	5:15	0.1	0.07	1.09
JCC	ROUTE 199	MONTICELLO AVE (RTE 321)	JOHN TYLER HWY (RTE 5)	EW	46.7	1.07	8:00	2.5	0.11	1.19	49.0	1.02	5:00	0.0	0.08	1.07
SUF	SOUTHWEST SUFFOLK BYPASS	HOLLAND RD	CAROLINA RD	NS	60.6	1.02	7:15	0.4	0.03	1.05	57.5	1.03	8:15	0.3	0.04	1.07
SUF	SUFFOLK BYPASS	HOLLAND RD	PITCHKETTLE RD	EW	60.6	1.03	8:15	0.5	0.04	1.04	54.0	1.04	8:00	1.2	0.09	1.12
SUF	SUFFOLK BYPASS	PITCHKETTLE RD	PRUDEN BLVD	EW	62.0	1.02	8:15	0.8	0.06	1.06	62.3	1.01	5:30	0.0	0.04	1.04
SUF	SUFFOLK BYPASS	PRUDEN BLVD	GODWIN BLVD	EW	61.6	1.00	5:15	0.0	0.05	1.04	62.1	1.01	5:30	0.1	0.04	1.05
SUF	SUFFOLK BYPASS	GODWIN BLVD	WILROY RD	EW	62.8	1.01	7:30	0.1	0.05	1.04	62.6	1.01	5:15	0.1	0.04	1.04
SUF	SUFFOLK BYPASS	WILROY RD	ROUTES 13/58/460	EW	63.0	1.00	5:15	0.0	0.04	1.03	62.8	1.01	8:15	0.1	0.04	1.04
SUF	WESTERN FWY	BRIDGE RD	I-664	EW	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WESTERN FWY	I-664	COLLEGE DR	EW	56.3	1.06	8:30	4.3	0.06	1.10	55.3	1.03	5:45	1.5	0.06	1.08
SUF	WESTERN FWY	COLLEGE DR	PORTSMOUTH CL	EW	59.0	1.06	7:45	2.2	0.05	1.06	60.1	1.03	5:45	0.9	0.05	1.07
PORT	WESTERN FWY	SUFFOLK CL	TOWNE POINT RD	EW	59.0	1.06	7:45	2.2	0.05	1.06	60.1	1.03	5:45	0.9	0.05	1.07
PORT	WESTERN FWY	TOWNE POINT RD	CEDAR LN	EW	59.8	1.05	8:30	2.6	0.11	1.13	60.6	1.03	5:45	0.4	0.05	1.07
PORT	WESTERN FWY	CEDAR LN	APM BLVD	EW	39.5	1.52	7:30	24.5	1.59	3.87	58.9	1.02	5:00	0.7	0.06	1.06
PORT	WESTERN FWY	APM BLVD	WEST NORFOLK RD	EW	39.5	1.52	7:30	24.5	1.59	3.87	58.9	1.02	5:00	0.7	0.06	1.06
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EW	29.7	1.87	7:15	63.1	1.26	3.96	51.1	1.08	8:45	4.7	0.05	1.11

Data source: HRTPO analysis of INRIX data. Data reflects the weekday average (Tuesdays – Thursdays) for the entire year of 2013.

LEGEND

PEAK SLOWEST SPEED – This column shows the slowest average 15-minute interval speed during the peak period.
PEAK MAX TTI – This column shows the highest 15-minute Travel Time Index (TTI) during the peak period, as described on page 28.
SLOWEST TIME – This is the 15-minute interval during the peak period when the slowest average speed and highest travel time index occurred.
PEAK PERIOD TOTAL DELAY – This column shows the total amount of delay in hours that occurs during the peak period per mile of roadway, as described on page 43.
PEAK MAX BUFFER INDEX – This column shows the highest 15-minute Buffer Index (which is a measure of reliability) during the peak period, as described on page 46.
PEAK MAX PLANNING TIME INDEX - This column shows the highest 15-minute Planning Time Index (which is another measure of reliability) during the peak period, as described on page 46.

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	22ND ST	LIBERTY ST	BERKLEY AVE/NORFOLK CL	EW	20.2	1.28	7:00	0.21	4.5	0.09	1.36	27.5	1.09	8:45	0.02	0.6	0.10	1.13
CHES	AIRLINE BLVD	I-664	JOLLIFF RD	EW	38.9	1.06	8:00	0.02	0.7	0.10	1.15	37.4	1.05	8:00	0.01	0.8	0.06	1.10
CHES	AIRLINE BLVD	JOLLIFF RD	PORTSMOUTH CL	EW	38.9	1.06	8:00	0.00	0.6	0.10	1.15	37.4	1.05	8:00	0.00	0.5	0.06	1.10
CHES	ATLANTIC AVE	CAMPOSTELLA RD	PROVIDENCE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ATLANTIC AVE	PROVIDENCE RD	OLD ATLANTIC AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ATLANTIC AVE	OLD ATLANTIC AVE	CAMPOSTELLA RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	DOMINION BLVD	GREAT BRIDGE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	MILITARY HWY	FREEMAN AVE	NS	30.1	1.08	7:30	-0.05	2.9	0.13	1.20	32.8	1.09	7:45	-0.02	2.7	0.10	1.20
CHES	BAINBRIDGE BLVD	FREEMAN AVE	SWAIN AVE	NS	31.2	1.05	7:30	-0.01	1.1	0.05	1.10	29.7	1.07	7:45	0.01	1.4	0.05	1.11
CHES	BAINBRIDGE BLVD	SWAIN AVE	CHESAPEAKE DR	NS	31.2	1.05	7:30	-0.03	1.1	0.05	1.10	29.7	1.07	7:45	-0.01	1.4	0.05	1.11
CHES	BAINBRIDGE BLVD	CHESAPEAKE DR	POINDEXTER ST	NS	31.2	1.05	7:30	-0.02	1.5	0.05	1.10	29.7	1.07	7:45	0.01	1.0	0.05	1.11
CHES	BAINBRIDGE BLVD	POINDEXTER ST	NORFOLK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BALLAHACK RD	GEORGE WASHINGTON HWY	OLD BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	NORTH CAROLINA STATE LINE	BALLAHACK RD	NS	54.4	1.07	8:00	-0.03	3.2	0.08	1.14	51.6	1.07	7:00	0.02	1.1	0.08	1.14
CHES	BATTLEFIELD BLVD	BALLAHACK RD	GALLBUSH RD	NS	49.8	1.12	7:30	0.02	6.1	0.11	1.25	47.3	1.14	8:45	0.09	2.7	0.14	1.29
CHES	BATTLEFIELD BLVD	GALLBUSH RD	INDIAN CREEK RD	NS	49.4	1.01	8:30	-0.09	0.1	0.08	1.05	49.5	1.01	5:15	-0.02	0.0	0.05	1.04
CHES	BATTLEFIELD BLVD	INDIAN CREEK RD	CENTERVILLE TNPK	NS	47.6	1.03	8:30	-0.10	0.7	0.09	1.12	47.1	1.03	7:45	-0.08	0.8	0.06	1.09
CHES	BATTLEFIELD BLVD	CENTERVILLE TNPK	HILLCREST PKWY	NS	41.4	1.16	8:00	-0.01	5.2	0.29	1.48	42.3	1.11	8:00	-0.07	3.0	0.08	1.18
CHES	BATTLEFIELD BLVD	HILLCREST PKWY	PEACEFUL RD/HILLWELL RD	NS	43.2	1.07	8:45	0.00	0.8	0.03	1.10	41.9	1.08	8:30	0.03	0.6	0.04	1.11
CHES	BATTLEFIELD BLVD	PEACEFUL RD/HILLWELL RD	HANBURY RD	NS	43.2	1.07	8:45	0.00	0.8	0.03	1.10	41.9	1.08	8:30	0.03	0.6	0.04	1.11
CHES	BATTLEFIELD BLVD	HANBURY RD	JOHNSTOWN RD	NS	31.5	1.14	8:15	0.02	3.2	0.09	1.22	34.0	1.15	8:45	0.05	2.5	0.08	1.24
CHES	BATTLEFIELD BLVD	JOHNSTOWN RD	CEDAR RD	NS	26.0	1.27	8:15	0.14	14.4	0.25	1.59	27.9	1.17	8:45	0.06	7.0	0.14	1.34
CHES	BATTLEFIELD BLVD	CEDAR RD	GREAT BRIDGE BLVD/KEMPSVILLE RD	NS	27.4	1.38	8:00	0.25	17.9	0.61	2.23	31.3	1.18	8:15	0.06	7.0	0.17	1.38
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	GREAT BRIDGE BYPASS	NS	35.0	1.11	8:00	0.00	9.7	0.21	1.35	30.7	1.29	8:30	0.22	7.0	0.41	1.82
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BYPASS	VOLVO PKWY	NS	35.4	1.09	8:45	-0.02	4.4	0.24	1.32	37.5	1.09	8:45	-0.01	3.9	0.15	1.25
CHES	BATTLEFIELD BLVD	VOLVO PKWY	I-64	NS	33.0	1.23	7:45	0.09	18.1	0.26	1.52	27.3	1.25	8:15	0.09	31.6	0.41	1.74
CHES	BATTLEFIELD BLVD	I-64	MILITARY HWY	NS	42.2	1.10	6:00	0.03	5.6	0.17	1.28	40.3	1.13	8:00	0.03	6.1	0.15	1.30
CHES	BATTLEFIELD BLVD	MILITARY HWY	CAMPOSTELLA RD	NS	33.2	1.14	8:00	0.06	4.4	0.13	1.27	34.9	1.09	8:30	-0.01	4.3	0.12	1.22
CHES	BENEFIT RD	JOHNSTOWN RD	SIGN PINE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BLACKWATER RD	VIRGINIA BEACH CL	FENTRESS AIRFIELD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BRIDGE RD	SUFFOLK CL	CHURCHLAND BLVD	EW	33.4	1.14	8:30	0.05	3.7	0.14	1.30	31.8	1.10	7:00	0.02	4.1	0.12	1.21
CHES	BRUCE RD	TAYLOR RD	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BUTTS STATION RD	KEMPSVILLE RD	ELBOW RD	EW	41.3	1.04	8:30	-0.02	0.7	0.06	1.10	38.7	1.11	8:15	-0.05	3.8	0.09	1.20
CHES	BUTTS STATION RD	ELBOW RD	CENTERVILLE TNPK	EW	42.6	1.08	8:00	0.01	1.3	0.14	1.23	43.0	1.05	8:00	-0.11	1.4	0.05	1.08
CHES	CAMPOSTELLA RD	GREAT BRIDGE BLVD	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	MILITARY HWY	BATTLEFIELD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	BATTLEFIELD BLVD	PROVIDENCE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	PROVIDENCE RD	ATLANTIC AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	ATLANTIC AVE	NORFOLK CL/BERKELY AVE EXT	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CANAL DR	MILITARY HWY	GEORGE WASHINGTON HWY	NS	27.9	1.15	7:00	0.05	5.2	0.09	1.19	28.7	1.08	8:15	0.01	2.3	0.15	1.25
CHES	CAVALIER BLVD	MILITARY HWY	PORTSMOUTH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	SHIPYARD RD/MOSES GRANDY TR	SCENIC PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	SCENIC PKWY	MOSES GRANDY TRAIL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	DOMINION BLVD	BELLS MILL RD (WEST)	EW	34.0	1.18	7:45	0.06	5.8	0.12	1.32	34.5	1.13	7:45	0.03	6.3	0.09	1.23
CHES	CEDAR RD	BELLS MILL RD (WEST)	BELLS MILL RD (EAST)	EW	34.0	1.18	7:45	0.06	6.7	0.12	1.32	34.5	1.13	7:45	0.02	5.0	0.09	1.23
CHES	CEDAR RD	BELLS MILL RD (EAST)	BRIARFIELD DR	EW	34.0	1.18	7:45	0.06	7.7	0.12	1.32	34.5	1.13	7:45	0.04	3.1	0.09	1.23
CHES	CEDAR RD	BRIARFIELD DR	BATTLEFIELD BLVD	EW	34.0	1.18	7:45	0.00	7.7	0.12	1.32	34.5	1.13	7:45	-0.01	3.1	0.09	1.23
CHES	CENTERVILLE TNPK	BATTLEFIELD BLVD	ETHRIDGE MANOR BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	ETHRIDGE MANOR BLVD	MT PLEASANT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	CENTERVILLE TNPK	MT PLEASANT RD	BUTTS STATION RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	BUTTS STATION RD	ELBOW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	ELBOW RD	S.E. PARKWAY CORRIDOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	S.E. PARKWAY CORRIDOR	VA BEACH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CHURCHLAND BLVD	WESTERN BRANCH BLVD	TOWN POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CHURCHLAND BLVD	TOWN POINT RD	PORTSMOUTH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	DOCK LANDING RD	JOLLIFF RD	I-664	EW	41.8	1.05	8:15	-0.02	0.8	0.03	1.07	-	-	-	-	-	-	-
CHES	DOCK LANDING RD	I-664	EAGLE HILL DR	EW	35.4	1.06	8:15	0.00	0.4	0.05	1.10	35.6	1.08	8:15	0.01	1.3	0.04	1.13
CHES	DOCK LANDING RD	EAGLE HILL DR	PORTSMOUTH BLVD	NS	35.4	1.06	8:15	-0.01	0.6	0.05	1.10	35.6	1.08	8:15	0.02	0.6	0.04	1.13
CHES	DOMINION BLVD	GEORGE WASHINGTON HWY	CEDAR RD	NS	40.0	0.98	7:00	-0.13	0.0	0.00	1.15	42.0	0.98	8:00	-0.07	0.0	0.00	1.04
CHES	DOMINION BLVD/STEEL BRIDGE	CEDAR RD	BAINBRIDGE BLVD	NS	32.0	1.21	8:00	0.00	8.6	0.37	1.98	31.0	1.23	8:00	0.09	6.5	0.06	1.72
CHES	DOMINION BLVD	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	NS	32.0	1.21	8:00	0.01	8.5	0.37	1.98	31.0	1.23	8:00	0.10	6.3	0.06	1.72
CHES	EDINBURGH PKWY/ST BRIDES RD	SIGN PINE RD	HILLCREST PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ELBOW RD	BUTTS STATION RD	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ELBOW RD	CENTERVILLE TNPK	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ETHERIDGE MANOR RD	HILLWELL RD	RIVER GATE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ETHERIDGE MANOR RD	RIVER GATE RD	CENTERVILLE TPKE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	FENTRESS AIRFIELD RD	BLACKWATER RD	MOUNT PLEASANT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	FREEMAN AVE	I-464	BAINBRIDGE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	GEORGE WASHINGTON HWY	NORTH CAROLINA STATE LINE	DOMINION BLVD	NS	61.2	1.01	5:00	-0.05	0.0	0.05	1.04	58.7	1.04	5:30	0.01	0.2	0.05	1.08
CHES	GEORGE WASHINGTON HWY	DOMINION BLVD	GW HWY RELOCATED	NS	48.3	1.13	8:15	0.09	1.3	0.10	1.22	48.7	1.10	6:45	0.07	0.5	0.05	1.12
CHES	GEORGE WASHINGTON HWY	GW HWY RELOCATED	MOSES GRANDY TR @ HINTON AVE	NS	48.3	1.13	8:15	0.09	1.3	0.10	1.22	48.7	1.10	6:45	0.07	0.5	0.05	1.12
CHES	GW HWY (DEEP CREEK BRIDGE)	MOSES GRANDY TR @ HINTON AVE	MILL CREEK PKWY	NS	25.1	1.44	8:00	0.27	22.5	0.40	1.96	27.3	1.17	8:00	0.04	6.3	0.16	1.36
CHES	GEORGE WASHINGTON HWY	MILL CREEK PKWY	WILLOWOOD DR	NS	25.1	1.44	8:00	0.34	22.5	0.40	1.96	27.3	1.17	8:00	0.08	6.3	0.16	1.36
CHES	GEORGE WASHINGTON HWY	WILLOWOOD DR	I-64	NS	25.1	1.44	8:00	0.34	22.5	0.40	1.96	27.3	1.17	8:00	0.08	6.3	0.16	1.36
CHES	GEORGE WASHINGTON HWY	I-64	MILITARY HWY	NS	30.7	1.17	7:45	0.07	9.0	0.31	1.53	33.9	1.42	8:15	0.32	20.3	0.23	1.74
CHES	GEORGE WASHINGTON HWY	MILITARY HWY	CANAL DR	NS	30.2	1.13	8:00	0.04	4.2	0.11	1.25	29.1	1.11	8:15	0.02	1.8	0.13	1.25
CHES	GEORGE WASHINGTON HWY	CANAL DR	PORTSMOUTH CL	NS	31.3	1.12	7:15	0.00	8.2	0.11	1.24	30.8	1.11	6:45	0.03	3.8	0.18	1.30
CHES	GREAT BRIDGE BLVD	BAINBRIDGE BLVD	CAMPOSTELLA RD	EW	26.5	1.27	6:00	0.22	1.9	0.10	1.38	30.0	1.15	8:30	0.09	1.6	0.09	1.24
CHES	GREAT BRIDGE BLVD	CAMPOSTELLA RD	I-64	EW	26.5	1.27	6:00	0.21	5.8	0.10	1.38	30.0	1.15	8:30	0.05	3.0	0.09	1.24
CHES	GREAT BRIDGE BLVD	I-64	DOMINION BLVD	EW	25.6	1.22	7:00	0.11	9.1	0.18	1.35	31.6	1.14	8:00	0.04	2.5	0.15	1.30
CHES	GREAT BRIDGE BLVD	DOMINION BLVD	RIVERWALK PKWY WEST	EW	31.4	1.16	8:15	0.05	4.1	0.06	1.23	32.3	1.12	8:30	0.03	2.9	0.10	1.23
CHES	GREAT BRIDGE BLVD	RIVERWALK PKWY WEST	BATTLEFIELD BLVD	EW	31.4	1.16	8:15	-0.01	4.1	0.06	1.23	32.3	1.12	8:30	-0.02	2.9	0.10	1.23
CHES	GREENBRIER PKWY	KEMPSVILLE RD	VOLVO PKWY	NS	34.3	1.25	8:00	0.17	4.7	0.17	1.47	34.2	1.24	8:15	0.11	12.8	0.22	1.47
CHES	GREENBRIER PKWY	VOLVO PKWY	EDEN WAY	NS	31.1	1.27	8:00	0.18	10.7	0.28	1.62	29.1	1.20	8:00	0.10	14.7	0.28	1.48
CHES	GREENBRIER PKWY	EDEN WAY	I-64	NS	31.1	1.27	8:00	0.11	30.6	0.28	1.62	29.1	1.20	8:00	0.06	22.0	0.28	1.48
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR	NS	25.6	1.34	8:00	0.22	31.6	0.26	1.63	35.5	1.17	8:30	0.05	15.2	0.11	1.29
CHES	GREENBRIER PKWY	WOODLAKE DR	MILITARY HWY	NS	25.6	1.34	8:00	0.26	16.6	0.26	1.63	35.5	1.17	8:30	0.09	6.5	0.11	1.29
CHES	HANBURY RD	JOHNSTOWN RD	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HANBURY RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HANBURY RD	CHESAPEAKE EXPRESSWAY	HILLWELL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HILLCREST PKWY	EDINBURGH PKWY	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HILLCREST PKWY	CHESAPEAKE EXPRESSWAY	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	INDIAN RIVER RD	NORFOLK CL	KEMP LANE	EW	34.8	1.09	5:00	0.04	3.0	0.05	1.13	32.9	1.15	8:00	0.07	6.9	0.07	1.20
CHES	INDIAN RIVER RD	KEMP LANE	VA BEACH CL	EW	33.1	1.11	7:45	0.03	4.9	0.12	1.22	35.8	1.05	8:15	-0.02	2.7	0.07	1.12
CHES	JOHNSTOWN RD	BENEFIT RD	STONEGATE PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	STONEGATE PKWY	HANBURY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	HANBURY RD	PARKER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	PARKER RD	BATTLEFIELD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOLLIFF RD	AIRLINE BLVD	DOCK LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	JOLLIFF RD	DOCK LANDING RD	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	KEMPSVILLE RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	32.0	1.22	8:00	0.13	8.5	0.16	1.36	27.1	1.44	8:00	0.31	21.6	0.31	1.88
CHES	KEMPSVILLE RD	CHESAPEAKE EXPRESSWAY	GREENBRIER PKWY	EW	32.0	1.22	8:00	0.13	11.1	0.16	1.36	27.1	1.44	8:00	0.36	17.9	0.31	1.88
CHES	KEMPSVILLE RD	GREENBRIER PKWY	VOLVO PKWY	EW	42.0	1.07	8:45	0.01	3.2	0.06	1.12	37.9	1.16	7:00	0.12	4.1	0.11	1.23
CHES	KEMPSVILLE RD	VOLVO PKWY	VA BEACH CL	EW	35.8	1.17	8:15	0.10	6.1	0.20	1.40	36.0	1.14	8:30	0.08	3.9	0.14	1.29
CHES	LIBERTY ST	SCL NORFOLK	22ND ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	LIBERTY ST	22ND ST	POINDEXTER RD	EW	20.7	1.21	7:00	0.15	3.0	0.07	1.27	23.3	1.07	8:00	0.01	1.6	0.09	1.17
CHES	LIBERTY ST	POINDEXTER RD	OLD ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	LIBERTY ST	OLD ATLANTIC AVE	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	AIRLINE BLVD	I-64	EW	37.9	1.06	5:15	0.03	1.1	0.10	1.13	35.7	1.06	6:00	0.04	0.6	0.09	1.16
CHES	MILITARY HWY	I-64	CAVALIER BLVD	EW	31.2	1.35	8:00	0.27	10.6	0.37	1.84	32.3	1.18	8:00	0.12	5.5	0.21	1.40
CHES	MILITARY HWY	CAVALIER BLVD	GEORGE WASHINGTON HWY	EW	37.7	1.38	8:00	0.31	10.1	0.29	1.78	33.1	1.21	7:45	0.14	6.7	0.17	1.41
CHES	MILITARY HWY	GEORGE WASHINGTON HWY	CANAL DR	EW	38.1	1.12	7:45	0.06	3.1	0.20	1.33	36.7	1.12	8:30	0.07	2.7	0.11	1.22
CHES	MILITARY HWY/GILMERTON BRIDG	CANAL DR	BAINBRIDGE BLVD	EW	29.5	1.43	8:00	0.34	14.5	0.75	2.37	39.7	1.10	8:15	0.05	3.0	0.13	1.25
CHES	MILITARY HWY	BAINBRIDGE BLVD	I-464	EW	34.9	1.19	8:30	0.07	19.6	0.23	1.46	38.8	1.13	8:45	0.06	6.9	0.21	1.37
CHES	MILITARY HWY	I-464	CAMPOSTELLA RD	EW	34.2	1.17	8:15	0.07	6.7	0.31	1.53	32.5	1.25	6:45	0.16	6.8	0.45	1.80
CHES	MILITARY HWY	CAMPOSTELLA RD	BATTLEFIELD BLVD	EW	40.6	1.07	8:45	-0.03	3.1	0.09	1.16	40.1	1.10	8:45	0.02	3.3	0.11	1.22
CHES	MILITARY HWY	BATTLEFIELD BLVD	ALLISON DR	EW	32.5	1.19	8:45	0.11	8.5	0.14	1.36	36.2	1.10	8:15	0.02	3.3	0.08	1.18
CHES	MILITARY HWY	ALLISON DR	GREENBRIER PKWY	EW	32.5	1.19	8:45	0.09	8.6	0.14	1.36	36.2	1.10	8:15	0.01	3.1	0.08	1.18
CHES	MILITARY HWY	GREENBRIER PKWY	VA BEACH CL	EW	32.8	1.16	8:15	0.04	8.3	0.15	1.32	31.3	1.21	8:45	0.11	9.3	0.13	1.37
CHES	MLK HWY (FORMER DOMINION B	GREAT BRIDGE BLVD	CHESAPEAKE EXPRESSWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOSES GRANDY TRAIL	GW HWY @ HINTON AVE	SHIPYARD/CEDAR RD/GW HWY RELO	EW	38.0	1.16	8:00	0.05	3.6	0.11	1.29	35.3	1.25	7:45	0.17	3.0	0.22	1.52
CHES	MOSES GRANDY TRAIL	SHIPYARD RD/CEDAR RD	CEDAR RD	EW	38.0	1.16	8:00	0.10	3.6	0.11	1.29	35.3	1.25	7:45	0.21	3.0	0.22	1.52
CHES	MOSES GRANDY TRAIL	CEDAR RD	DOMINION BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOUNT PLEASANT RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	34.6	1.11	7:30	0.02	3.2	0.15	1.28	34.6	1.11	8:15	0.02	3.1	0.13	1.25
CHES	MOUNT PLEASANT RD	CHESAPEAKE EXPRESSWAY	CENTERVILLE TNPK	EW	36.9	1.10	8:00	0.02	1.9	0.11	1.21	32.6	1.30	8:00	0.20	6.3	0.38	1.79
CHES	MOUNT PLEASANT RD	CENTERVILLE TNPK	FENTRESS AIRFIELD RD	EW	46.1	1.06	8:00	-0.02	0.6	0.08	1.13	46.9	1.06	8:00	0.00	0.5	0.05	1.10
CHES	MOUNT PLEASANT RD	FENTRESS AIRFIELD RD	VA BEACH CL	EW	45.5	1.07	8:00	0.00	0.9	0.12	1.20	46.7	1.05	8:00	-0.01	0.5	0.05	1.07
CHES	OLD ATLANTIC AVE	ATLANTIC AVE	LIBERTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	OLD BATTLEFIELD BLVD	BALLAHACK RD	BATTLEFIELD BLVD	NS	28.7	1.32	8:15	0.27	1.0	0.05	1.35	33.6	1.22	6:00	0.17	0.3	0.05	1.23
CHES	POINDEXTER ST	PORTSMOUTH CL	I-464	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	POINDEXTER ST	I-464	BAINBRIDGE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	POINDEXTER ST	BAINBRIDGE BLVD	LIBERTY ST	EW	21.4	1.12	6:15	0.06	3.8	0.13	1.27	17.6	1.20	8:00	0.14	2.9	0.11	1.33
CHES	POPLAR HILL RD	WESTERN BRANCH BLVD	CHURCHLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PORTSMOUTH BLVD	SUFFOLK CL	JOLLIFF RD	EW	40.7	1.04	8:30	-0.05	1.6	0.05	1.09	38.6	1.06	7:00	0.00	1.2	0.04	1.11
CHES	PORTSMOUTH BLVD	JOLLIFF RD	I-664	EW	40.7	1.04	8:30	-0.02	1.8	0.05	1.09	38.6	1.06	7:00	0.01	1.9	0.04	1.11
CHES	PORTSMOUTH BLVD	I-664	TAYLOR RD	EW	30.1	1.10	8:45	0.01	2.3	0.13	1.23	34.0	1.06	8:00	-0.02	1.8	0.10	1.16
CHES	PORTSMOUTH BLVD	TAYLOR RD	DOCK LANDING RD	EW	30.1	1.10	8:45	0.01	2.3	0.13	1.23	34.0	1.06	8:00	-0.04	2.4	0.10	1.16
CHES	PORTSMOUTH BLVD	DOCK LANDING RD	PORTSMOUTH CL	EW	34.9	1.06	8:00	-0.04	2.1	0.05	1.10	34.0	1.06	8:00	-0.03	2.4	0.10	1.16
CHES	PROVIDENCE RD	ATLANTIC AVE	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PROVIDENCE RD	CAMPOSTELLA RD	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PUGHSVILLE RD	SUFFOLK CL	I-664	EW	34.9	1.07	8:00	0.00	1.7	0.06	1.12	34.7	1.04	7:00	-0.02	0.4	0.04	1.08
CHES	PUGHSVILLE RD	I-664	TAYLOR RD	EW	29.9	1.20	6:15	0.15	6.4	0.21	1.45	35.1	1.10	6:15	0.01	5.9	0.11	1.22
CHES	SIGN PINE RD	EDINBURGH PKWY	BENEFIT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	TAYLOR RD	PORTSMOUTH BLVD	ELIZABETH HARBOR RD	NS	33.1	1.03	5:15	-0.02	0.6	0.09	1.10	32.6	1.01	7:00	-0.06	0.3	0.06	1.06
CHES	TAYLOR RD	ELIZABETH HARBOR RD	BRUCE RD	NS	33.1	1.03	5:15	-0.02	0.6	0.09	1.10	32.6	1.01	7:00	-0.06	0.3	0.06	1.06
CHES	TAYLOR RD	BRUCE RD	PUGHSVILLE RD	NS	29.7	1.10	8:30	0.01	4.8	0.06	1.16	28.0	1.11	8:30	0.02	2.8	0.08	1.19
CHES	TAYLOR RD	PUGHSVILLE RD	WESTERN BRANCH BLVD	NS	34.7	1.07	8:30	-0.01	1.4	0.06	1.13	34.1	1.05	8:45	-0.03	0.9	0.04	1.08
CHES	TOWN POINT RD	PORTSMOUTH CL	CHURCHLAND BLVD	EW	25.3	1.19	8:15	0.10	5.4	0.16	1.29	27.4	1.15	8:30	0.06	4.1	0.18	1.36
CHES	TYRE NECK RD	BRUCE RD	SILVERWOOD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	TYRE NECK RD	SILVERWOOD BLVD	PORTSMOUTH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	VOLVO PKWY	BATTLEFIELD BLVD	GREENBRIER PKWY	EW	27.3	1.16	7:45	0.07	6.7	0.16	1.35	27.1	1.17	8:00	0.07	7.7	0.17	1.38
CHES	VOLVO PKWY	GREENBRIER PKWY	EDEN WAY	EW	34.4	1.10	8:00	0.03	2.0	0.13	1.24	31.4	1.21	8:00	0.09	11.5	0.10	1.31
CHES	VOLVO PKWY	EDEN WAY	KEMPSVILLE RD	EW	34.4	1.10	8:00	0.03	2.0	0.13	1.24	31.4	1.21	8:00	0.08	12.7	0.10	1.31
CHES	VOLVO PKWY	KEMPSVILLE RD	VA BEACH CL	EW	34.7	1.07	8:45	0.01	0.7	0.08	1.15	31.0	1.25	8:45	0.19	2.8	0.10	1.32
CHES	WESTERN BRANCH BLVD	CHURCHLAND BLVD	TAYLOR RD	EW	30.3	1.13	8:00	0.05	2.8	0.07	1.19	31.3	1.12	8:45	0.04	2.7	0.07	1.19
CHES	WESTERN BRANCH BLVD	TAYLOR RD	PORTSMOUTH CL	EW	30.3	1.13	8:00	0.04	3.5	0.07	1.19	31.3	1.12	8:45	0.03	3.7	0.07	1.19
FR	ARMORY DR	ROUTE 58	BAILEY DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	ARMORY DR	BAILEY DR	COLLEGE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	ARMORY DR	COLLEGE DR	GARDNER ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	ARMORY DR/SECOND AVE	GARDNER ST	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST	SOUTHAMPTON CL	COLLEGE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST	COLLEGE DR	HOMESTEAD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST	HOMESTEAD RD	LEE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST/FOURTH AVE	LEE ST	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	COLLEGE DR	SOUTH ST	ARMORY DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	COLLEGE DR	ARMORY DR	CLAY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	FAIRVIEW DR	HUNTERDALE RD	CRESENT DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	FAIRVIEW DR	CRESENT DR	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	FOURTH AVE/MECHANIC ST	HIGH ST	SECOND AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	SOUTH ST	SECOND AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	SECOND AVE	FOURTH AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	FOURTH AVE	HOMESTEAD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	HOMESTEAD RD	FAIRVIEW DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HUNTERDALE RD	CLAY ST	FAIRVIEW DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	MAIN ST	SOUTH ST	SECOND AVE	NS	26.4	1.36	6:15	0.29	1.8	0.21	1.64	27.6	1.07	5:45	0.01	0.3	0.08	1.12
FR	PRETLOW ST	ROUTE 58	MORTON ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	PRETLOW ST	MORTON ST	LAUREL ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	PRETLOW ST	LAUREL ST	SOUTH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	SECOND AVE	HIGH ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	SECOND AVE	MAIN ST	MECHANIC ST	EW	33.3	1.12	5:00	0.05	1.5	0.09	1.21	33.6	1.10	5:15	0.03	0.7	0.05	1.15
FR	SECOND AVE	MECHANIC ST	ISLE OF WIGHT CL	EW	33.3	1.12	5:00	0.06	2.9	0.09	1.21	33.6	1.10	5:15	0.05	1.3	0.05	1.15
FR	SOUTH ST	ROUTE 58	COLLEGE DR	EW	26.4	1.36	6:15	0.30	2.7	0.21	1.64	27.6	1.07	5:45	0.01	0.8	0.08	1.12
FR	SOUTH ST	COLLEGE DR	PRETLOW ST	EW	26.4	1.36	6:15	0.29	3.2	0.21	1.64	27.6	1.07	5:45	0.00	0.8	0.08	1.12
FR	SOUTH ST	PRETLOW ST	HIGH ST	EW	26.4	1.36	6:15	0.29	3.3	0.21	1.64	27.6	1.07	5:45	0.01	0.8	0.08	1.12
FR	SOUTH ST	HIGH ST	MAIN ST	EW	26.4	1.36	6:15	0.29	2.6	0.21	1.64	27.6	1.07	5:45	0.01	0.4	0.08	1.12
GLO	BELROI RD	HICKORY FORK RD	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	GUINEA RD	ROUTE 17	MARYUS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	HICKORY FORK RD	ROUTE 17	BELROI RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 17 (COLEMAN BRIDGE)	YORK CL	RTE 216 (GUINEA RD)	NS	47.9	1.06	8:45	-0.01	1.4	0.11	1.18	48.0	1.09	8:15	-0.05	5.3	0.14	1.23
GLO	RTE 17	RTE 216 (GUINEA RD)	RTE 614 (HICKORY FORK RD)	NS	47.9	1.06	8:45	-0.01	1.7	0.11	1.18	48.0	1.09	8:15	-0.04	4.7	0.14	1.23
GLO	RTE 17	RTE 614 (HICKORY FORK RD)	RTE 17 BUS S (MAIN ST)	NS	48.3	1.11	8:00	0.04	2.4	0.13	1.26	49.3	1.08	8:00	-0.01	2.7	0.13	1.21
GLO	RTE 17	RTE 17 BUS S (MAIN ST)	RTE 17 BUS N (MAIN ST)	NS	51.4	1.05	7:30	0.00	0.8	0.07	1.11	48.5	1.05	7:45	-0.02	1.2	0.16	1.22
GLO	RTE 17	RTE 17 BUS N (MAIN ST)	RTE 606 (ARK RD)	NS	50.7	1.08	7:15	0.05	0.9	0.08	1.17	52.8	1.04	7:45	-0.02	0.8	0.09	1.13
GLO	MAIN ST (BUS RTE 17)	RTE 17 (SOUTH INTERSECTION)	RTE 3/14E	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 3/14	RTE 17 BUS	COW CREEK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 3/14	COW CREEK	MATHEWS CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 14	KING AND QUEEN CL	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 17	RTE 606 (ARK RD)	ROUTE 14	NS	57.5	1.04	7:15	-0.01	0.4	0.05	1.08	58.2	1.03	7:15	-0.02	0.5	0.05	1.08
GLO	RTE 17	ROUTE 14	ROUTES 33/198	NS	55.7	1.09	7:30	0.05	0.6	0.10	1.21	58.2	1.05	7:45	0.01	0.4	0.07	1.12

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
GLO	RTE 17	ROUTES 33/198	MIDDLESEX CL	NS	55.4	1.03	7:30	-0.02	0.4	0.06	1.08	54.1	1.05	8:30	0.00	0.9	0.08	1.13
GLO	RTE 33	KING AND QUEEN CL	ROUTE 17	EW	51.3	1.03	5:15	0.01	0.0	0.12	1.06	52.7	1.01	5:15	-0.02	0.0	0.08	1.06
GLO	RTE 198	ROUTE 17	RTE 601 (PAMPA RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 198	RTE 601 (PAMPA RD)	RTE 606 (HARCUM RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 198	RTE 606 (HARCUM RD)	MATHEWS CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ABERDEEN RD	NEWPORT NEWS CL	PEMBROKE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ABERDEEN RD	PEMBROKE AVE	I-664	NS	25.0	1.22	7:45	0.13	5.8	0.14	1.36	20.1	1.28	5:30	0.21	5.1	0.15	1.39
HAM	ABERDEEN RD	I-664	BRIARFIELD RD	NS	29.0	1.17	8:45	0.08	7.7	0.13	1.29	29.6	1.15	7:45	0.07	5.8	0.18	1.34
HAM	ABERDEEN RD	BRIARFIELD RD	MERCURY BLVD	NS	33.2	1.13	7:30	0.07	2.5	0.15	1.29	35.1	1.08	8:15	0.01	2.0	0.09	1.16
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA	NS	19.3	1.55	7:00	0.50	8.3	0.07	1.60	26.5	1.10	8:00	0.03	2.4	0.05	1.14
HAM	ARMISTEAD AVE	COMMANDER SHEPPARD BLVD	HRC PARKWAY	NS	35.7	1.15	7:30	0.01	10.5	0.20	1.39	35.2	1.11	8:00	0.03	3.3	0.05	1.16
HAM	ARMISTEAD AVE	HRC PARKWAY	MERCURY BLVD	NS	34.4	1.13	8:15	0.01	8.2	0.08	1.22	33.8	1.12	8:15	0.03	4.5	0.04	1.15
HAM	ARMISTEAD AVE	MERCURY BLVD	PINE CHAPEL RD	NS	32.7	1.19	6:45	0.11	7.0	0.16	1.34	33.9	1.10	8:00	0.03	3.6	0.07	1.18
HAM	ARMISTEAD AVE	PINE CHAPEL RD	LASALLE AVE	NS	32.7	1.19	6:45	0.12	5.6	0.16	1.34	33.9	1.10	8:00	0.02	3.9	0.07	1.18
HAM	ARMISTEAD AVE	LA SALLE AVE	RIP RAP RD	NS	27.4	1.24	7:30	0.16	6.0	0.17	1.40	32.6	1.19	6:30	0.11	5.6	0.03	1.20
HAM	ARMISTEAD AVE	RIP RAP RD	PEMBROKE AVE	NS	32.4	1.11	6:30	0.05	3.1	0.04	1.13	32.8	1.10	6:45	0.04	1.5	0.06	1.12
HAM	ARMISTEAD AVE	PEMBROKE AVE	SETTLERS LANDING RD	NS	25.4	1.14	8:30	0.05	4.6	0.03	1.16	23.1	1.29	7:00	0.21	4.8	0.07	1.31
HAM	BIG BETHEL RD	TODDS LANE	HRC PKWY	NS	27.7	1.26	8:00	0.16	8.9	0.11	1.36	30.9	1.13	8:00	0.05	3.3	0.09	1.21
HAM	BIG BETHEL RD	HRC PKWY	THOMAS NELSON DR	NS	34.5	1.17	8:00	0.06	6.3	0.10	1.27	32.8	1.17	8:30	0.07	7.2	0.15	1.31
HAM	BIG BETHEL RD	THOMAS NELSON DR	SAUNDERS RD	NS	41.4	1.09	8:15	0.02	1.4	0.09	1.18	41.7	1.08	8:00	-0.02	2.6	0.09	1.18
HAM	BIG BETHEL RD	SAUNDERS RD	SEMPLE FARM RD	NS	33.5	1.12	7:00	0.05	2.5	0.04	1.15	35.0	1.11	8:15	0.03	4.5	0.05	1.15
HAM	BIG BETHEL RD	SEMPLE FARM RD	YORK CL	NS	33.5	1.12	7:00	0.05	1.8	0.04	1.15	35.0	1.11	8:15	0.02	2.8	0.05	1.15
HAM	BRIARFIELD RD	NEWPORT NEWS CL	ABERDEEN RD	EW	29.0	1.11	7:00	0.04	2.2	0.07	1.18	31.0	1.07	8:45	-0.01	0.8	0.07	1.13
HAM	BRIARFIELD RD	ABERDEEN RD	POWER PLANT PKWY	EW	32.9	1.06	8:45	0.00	1.1	0.03	1.10	32.7	1.07	7:30	0.01	1.1	0.03	1.10
HAM	CHESTNUT AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	30.5	1.08	8:30	0.01	0.5	0.02	1.10	31.5	1.01	7:45	-0.06	0.1	0.06	1.07
HAM	COMMANDER SHEPPARD BLVD	BIG BETHEL RD	NORTH CAMPUS PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	NORTH CAMPUS PKWY	MAGRUDER BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	MAGRUDER BLVD	ARMISTEAD AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	ARMISTEAD AVE	NASA MAIN GATE	NS	42.2	1.07	8:45	-0.01	2.4	0.07	1.13	37.5	1.09	8:00	0.02	3.1	0.10	1.17
HAM	COMMANDER SHEPPARD BLVD	NASA MAIN GATE	WYTHE CREEK RD	NS	42.2	1.07	8:45	0.03	1.0	0.07	1.13	37.5	1.09	8:00	0.00	4.1	0.10	1.17
HAM	COMMANDER SHEPPARD BLVD	WYTHE CREEK RD	MAGRUDER BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COLISEUM DR	CONVENTION CENTER BLVD	PINE CHAPEL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COLISEUM DR	PINE CHAPEL RD	MERCURY BLVD	NS	19.6	1.27	6:00	0.20	2.3	0.07	1.32	23.0	1.13	7:00	0.06	2.1	0.03	1.14
HAM	COLISEUM DR	MERCURY BLVD	MARCELLA DR	NS	28.6	1.10	8:45	0.00	3.6	0.08	1.18	28.0	1.14	6:30	0.05	4.4	0.06	1.17
HAM	COLISEUM DR	MARCELLA DR	HRC PARKWAY	NS	28.6	1.10	8:45	0.02	2.6	0.08	1.18	28.0	1.14	6:30	0.07	3.1	0.06	1.17
HAM	CONVENTION CENTER BLVD	COLISEUM DR	ARMISTEAD AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COUNTY ST	WOODLAND RD	MALLORY ST	EW	29.2	1.06	8:00	0.00	0.2	0.08	1.10	26.0	1.19	7:30	0.12	2.7	0.06	1.25
HAM	CUNNINGHAM DR	TODDS LA	COLISEUM DR	EW	28.2	1.20	6:45	0.13	4.3	0.10	1.22	29.2	1.13	6:00	0.08	2.4	0.07	1.14
HAM	CUNNINGHAM DR	COLISEUM DR	MERCURY BLVD	EW	29.2	1.06	8:30	-0.02	1.3	0.07	1.13	26.8	1.11	6:30	0.06	2.2	0.02	1.13
HAM	FOX HILL RD	OLD BUCKROE RD	WOODLAND RD	EW	33.9	1.09	8:45	0.01	2.5	0.07	1.16	33.4	1.08	8:45	0.01	0.9	0.09	1.14
HAM	FOX HILL RD	WOODLAND RD	MERCURY BLVD	EW	33.9	1.09	8:45	-0.02	4.8	0.07	1.16	33.4	1.08	8:45	0.00	1.9	0.09	1.14
HAM	HARRIS CREEK RD	FOX HILL RD	LITTLE BACK RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	HRC PARKWAY	NEWPORT NEWS CL	BIG BETHEL RD	EW	41.9	1.13	8:00	0.04	4.3	0.07	1.16	43.6	1.06	8:00	-0.01	1.5	0.07	1.12
HAM	HRC PARKWAY	BIG BETHEL RD	I-64	EW	44.8	1.05	8:00	-0.12	5.2	0.10	1.16	35.9	1.19	8:00	0.06	8.9	0.25	1.49
HAM	HRC PARKWAY	I-64	MAGRUDER BLVD	EW	49.1	1.02	8:00	-0.17	0.6	0.10	1.12	48.9	1.02	5:30	-0.02	0.9	0.05	1.06
HAM	HRC PARKWAY	MAGRUDER BLVD	COLISEUM DR	EW	40.5	1.14	7:30	0.02	9.7	0.10	1.25	44.8	1.07	8:30	-0.01	2.9	0.08	1.15
HAM	HRC PARKWAY	COLISEUM DR	ARMISTEAD AVE	EW	40.5	1.14	7:30	0.03	8.2	0.10	1.25	44.8	1.07	8:30	0.00	2.5	0.08	1.15
HAM	KECOUGHTAN RD	NEWPORT NEWS CL	POWHATAN PKWY	EW	30.4	1.02	8:45	-0.03	0.1	0.05	1.07	31.7	1.01	8:45	-0.05	0.1	0.04	1.05
HAM	KECOUGHTAN RD	POWHATAN PKWY	LA SALLE AVE	EW	34.2	1.05	8:45	-0.01	0.5	0.07	1.10	35.1	1.05	8:45	-0.01	0.5	0.04	1.10
HAM	KECOUGHTAN RD	LA SALLE AVE	VICTORIA BLVD	NS	32.4	1.05	8:30	-0.02	0.9	0.05	1.08	30.0	1.10	7:00	0.05	0.9	0.03	1.11

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
HAM	KECOUGHTAN RD	VICTORIA BLVD	SETTLERS LANDING RD	NS	28.1	1.10	7:00	0.02	3.4	0.08	1.15	25.1	1.15	8:30	0.08	2.5	0.07	1.23
HAM	KING ST	PEMBROKE AVE	I-64 OVERPASS	NS	29.3	1.09	7:15	0.02	1.1	0.03	1.11	30.4	1.12	7:15	0.03	2.5	0.03	1.14
HAM	KING ST	I-64 OVERPASS	RIP RAP RD	NS	29.3	1.09	7:15	0.03	1.1	0.03	1.11	30.4	1.12	7:15	0.05	2.5	0.03	1.14
HAM	KING ST	RIP RAP RD	MERCURY BLVD	NS	28.2	1.17	8:15	0.09	6.4	0.10	1.29	31.3	1.09	7:30	0.00	2.8	0.07	1.15
HAM	KING ST	MERCURY BLVD	OLD FOX HILL RD	NS	29.2	1.17	8:00	0.08	5.3	0.09	1.26	29.4	1.15	7:45	0.02	10.3	0.23	1.38
HAM	KING ST	OLD FOX HILL RD	LITTLE BACK RIVER RD	NS	29.2	1.17	8:00	0.09	3.7	0.09	1.26	29.4	1.15	7:45	0.06	6.4	0.23	1.38
HAM	KING ST	LITTLE BACK RIVER RD	LAMINGTON RD	NS	29.6	1.02	7:15	-0.07	0.5	0.04	1.05	31.1	1.07	8:30	0.01	0.3	0.02	1.07
HAM	KING ST	LAMINGTON RD	OLD BUCKINGHAM RD	NS	29.6	1.02	7:15	-0.11	0.5	0.04	1.05	31.1	1.07	8:30	0.00	0.3	0.02	1.07
HAM	KING ST	OLD BUCKINGHAM RD	LANGLEY AFB	NS	29.6	1.02	7:15	-0.11	0.5	0.04	1.05	31.1	1.07	8:30	0.00	0.3	0.02	1.07
HAM	LA SALLE AVE	KECOUGHTAN RD	VICTORIA BLVD	NS	32.1	1.06	6:45	0.00	0.5	0.03	1.07	30.8	1.10	8:15	0.04	0.6	0.03	1.14
HAM	LA SALLE AVE	VICTORIA BLVD	SETTLERS LANDING RD	NS	31.3	1.06	6:45	-0.01	1.7	0.04	1.08	31.7	1.07	6:15	0.02	1.5	0.08	1.14
HAM	LA SALLE AVE	SETTLERS LANDING RD	PEMBROKE AVE	NS	24.7	1.19	8:45	0.11	5.9	0.09	1.29	24.9	1.17	8:30	0.08	4.6	0.12	1.31
HAM	LA SALLE AVE	PEMBROKE AVE	ARMISTEAD AVE	NS	24.7	1.19	8:45	0.11	6.2	0.09	1.29	24.9	1.17	8:30	0.09	5.2	0.12	1.31
HAM	LA SALLE AVE	ARMISTEAD AVE	MERCURY BLVD	NS	44.5	1.06	8:00	0.01	0.9	0.04	1.09	46.8	1.05	7:30	-0.02	1.2	0.10	1.14
HAM	LA SALLE AVE	MERCURY BLVD	LANGLEY GATE	NS	48.7	1.03	7:00	-0.03	0.6	0.02	1.03	47.9	1.02	8:00	-0.01	0.1	0.04	1.05
HAM	LITTLE BACK RIVER RD	KING ST	ROCKWELL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LITTLE BACK RIVER RD	ROCKWELL RD	HARRIS CREEK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MAGRUDER BLVD	YORK CL	SEMPLE FARM RD	NS	44.1	1.09	7:15	-0.07	6.6	0.09	1.16	41.2	1.16	7:30	0.12	2.9	0.18	1.34
HAM	MAGRUDER BLVD	SEMPLE FARM RD	COMM SHEPPARD BLVD (SOUTH)	NS	44.3	1.11	7:15	-0.05	7.6	0.21	1.34	44.9	1.07	8:15	0.01	1.1	0.11	1.19
HAM	MAGRUDER BLVD	COMM SHEPPARD BLVD (SOUTH)	HRC PARKWAY	NS	48.2	1.02	6:00	-0.07	0.4	0.10	1.11	46.0	1.07	8:00	-0.04	2.0	0.14	1.22
HAM	MAGRUDER BLVD	HRC PARKWAY	I-64	NS	39.8	1.16	8:00	0.04	8.2	0.22	1.40	45.8	1.05	8:00	-0.06	1.5	0.10	1.13
HAM	MALLORY ST	I-64	COUNTY ST	EW	24.5	1.09	6:00	0.03	1.1	0.08	1.16	24.6	1.12	5:00	0.06	7.1	0.16	1.27
HAM	MALLORY ST	COUNTY ST	MERCURY BLVD	EW	25.8	1.12	8:00	0.06	1.1	0.07	1.17	26.4	1.10	8:00	0.02	3.7	0.13	1.23
HAM	MALLORY ST	MERCURY BLVD	PEMBROKE AVE	EW	33.9	1.09	6:45	0.04	0.5	0.02	1.11	33.7	1.10	7:30	0.02	2.1	0.07	1.17
HAM	MELLEN ST	MERCURY BLVD	MALLORY ST	NS	31.5	1.02	8:00	-0.04	0.1	0.07	1.09	23.8	1.17	8:15	0.11	4.5	0.05	1.22
HAM	MERCURY BLVD	NEWPORT NEWS CL	BIG BETHEL RD	EW	39.6	1.03	8:15	-0.06	1.2	0.16	1.17	39.3	1.05	6:30	-0.03	3.3	0.18	1.22
HAM	MERCURY BLVD	BIG BETHEL RD	ABERDEEN RD	EW	38.7	1.13	8:15	0.04	7.8	0.19	1.35	41.0	1.10	8:30	0.01	5.6	0.16	1.25
HAM	MERCURY BLVD	ABERDEEN RD	POWER PLANT PKWY	EW	32.2	1.24	7:45	0.13	20.1	0.31	1.63	37.1	1.16	8:30	0.07	11.1	0.26	1.45
HAM	MERCURY BLVD	POWER PLANT PKWY	I-64	EW	39.3	1.09	8:15	-0.03	9.3	0.14	1.24	26.3	1.48	8:15	0.38	36.8	0.50	2.21
HAM	MERCURY BLVD	I-64	COLISEUM DR	EW	32.6	1.11	8:00	0.00	10.7	0.29	1.42	35.6	1.09	8:15	0.00	6.5	0.14	1.23
HAM	MERCURY BLVD	COLISEUM DR	CUNNINGHAM DR	EW	32.6	1.11	8:00	0.02	7.3	0.29	1.42	35.6	1.09	8:15	0.01	5.9	0.14	1.23
HAM	MERCURY BLVD	CUNNINGHAM DR	ARMISTEAD AVE	EW	32.6	1.11	8:00	0.02	7.9	0.29	1.42	35.6	1.09	8:15	-0.01	7.4	0.14	1.23
HAM	MERCURY BLVD	ARMISTEAD AVE	LA SALLE AVE	EW	42.1	1.08	5:00	0.03	2.1	0.08	1.13	37.6	1.14	8:00	0.03	12.1	0.17	1.32
HAM	MERCURY BLVD	LA SALLE AVE	KING ST	EW	42.7	1.07	8:15	-0.03	4.1	0.15	1.23	42.5	1.08	7:30	-0.06	8.3	0.13	1.23
HAM	MERCURY BLVD	KING ST	FOX HILL RD	EW	40.7	1.08	8:00	-0.02	4.2	0.12	1.21	38.1	1.13	8:45	0.03	5.3	0.10	1.21
HAM	MERCURY BLVD	FOX HILL RD	ANDREWS BLVD	EW	40.7	1.08	8:00	-0.04	4.2	0.12	1.21	38.1	1.13	8:45	0.01	5.3	0.10	1.21
HAM	MERCURY BLVD	ANDREWS BLVD	PEMBROKE AVE	EW	40.1	1.10	8:00	0.00	3.0	0.18	1.29	36.7	1.15	8:00	0.07	3.4	0.06	1.19
HAM	MERCURY BLVD	PEMBROKE AVE	WOODLAND RD	EW	33.6	1.16	8:00	0.08	3.4	0.09	1.27	33.3	1.17	8:00	0.10	2.1	0.10	1.23
HAM	MERCURY BLVD	WOODLAND RD	MALLORY ST	EW	30.6	1.15	8:45	0.06	3.2	0.12	1.25	31.9	1.16	8:45	0.08	2.0	0.22	1.28
HAM	MERCURY BLVD	MALLORY ST	MELLEN ST/INGALLS RD	EW	30.6	1.15	8:45	0.08	0.5	0.12	1.25	31.9	1.16	8:45	0.09	0.3	0.22	1.28
HAM	OLD BUCKROE RD	PEMBROKE AVE	FOX HILL RD	NS	30.6	1.07	6:00	0.02	0.4	0.03	1.09	30.5	1.07	7:45	-0.03	1.6	0.04	1.09
HAM	PEMBROKE AVE	NEWPORT NEWS CL	ABERDEEN RD	EW	34.2	1.08	7:00	0.02	1.2	0.05	1.13	33.7	1.09	6:45	0.01	2.8	0.04	1.13
HAM	PEMBROKE AVE	ABERDEEN RD	POWHATAN PKWY	EW	32.2	1.09	8:45	0.02	1.6	0.07	1.14	30.6	1.14	6:15	0.07	3.5	0.05	1.18
HAM	PEMBROKE AVE	POWHATAN PKWY	SETTLERS LANDING RD	EW	37.7	1.06	8:45	-0.01	1.1	0.07	1.12	38.4	1.06	8:45	0.00	0.9	0.07	1.14
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LA SALLE AVE	EW	19.9	1.71	8:30	0.64	14.1	0.25	2.01	27.3	1.17	8:30	0.11	2.8	0.11	1.27
HAM	PEMBROKE AVE	LA SALLE AVE	ARMISTEAD AVE	EW	28.9	1.18	8:45	0.10	2.9	0.09	1.27	30.5	1.12	8:30	0.04	1.9	0.06	1.17
HAM	PEMBROKE AVE	ARMISTEAD AVE	KING ST	EW	27.5	1.17	8:45	0.09	2.9	0.08	1.23	27.6	1.12	8:15	0.04	3.0	0.09	1.17
HAM	PEMBROKE AVE	KING ST	EATON ST	EW	27.5	1.17	8:45	0.09	2.9	0.08	1.23	27.6	1.12	8:15	0.04	3.0	0.09	1.17
HAM	PEMBROKE AVE	EATON ST	BARRON ST	EW	30.8	1.07	6:00	0.02	1.0	0.06	1.10	32.0	1.03	5:00	-0.02	0.6	0.04	1.07
HAM	PEMBROKE AVE	BARRON ST	MERCURY BLVD	EW	30.8	1.07	6:00	0.02	1.0	0.06	1.10	32.0	1.03	5:00	-0.02	0.6	0.04	1.07

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
HAM	PEMBROKE AVE	MERCURY BLVD	WOODLAND RD	EW	30.8	1.10	8:15	0.04	2.0	0.06	1.16	28.8	1.08	6:00	0.02	2.0	0.06	1.11
HAM	PEMBROKE AVE	WOODLAND RD	OLD BUCKROE RD	EW	30.8	1.10	8:15	0.04	1.6	0.06	1.16	28.8	1.08	6:00	0.01	2.8	0.06	1.11
HAM	PEMBROKE AVE	OLD BUCKROE RD	MALLORY ST	EW	30.8	1.10	8:15	0.05	0.5	0.06	1.16	28.8	1.08	6:00	0.02	0.8	0.06	1.11
HAM	POWER PLANT PKWY	I-664	BRIARFIELD RD	NS	38.8	1.13	8:45	0.06	2.9	0.05	1.18	38.7	1.07	8:30	0.00	1.4	0.06	1.13
HAM	POWER PLANT PKWY	BRIARFIELD RD	PINE CHAPEL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	POWER PLANT PKWY	PINE CHAPEL RD	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	POWHATAN PKWY	KECOUGHTAN RD	PEMBROKE AVE	NS	25.0	1.12	8:45	0.01	3.8	0.05	1.16	24.7	1.15	8:30	0.05	2.6	0.03	1.19
HAM	POWHATAN PKWY	PEMBROKE AVE	I-664	NS	25.1	1.21	7:45	0.09	15.3	0.22	1.47	18.5	1.35	8:15	0.25	20.1	0.19	1.57
HAM	QUEEN ST	BRIARFIELD RD	MICHIGAN DR	EW	32.0	1.09	8:00	0.01	1.9	0.06	1.14	31.7	1.10	8:00	0.02	2.1	0.06	1.16
HAM	QUEEN ST	MICHIGAN DR	PEMBROKE AVE	EW	32.0	1.09	8:00	0.01	2.1	0.06	1.14	31.7	1.10	8:00	0.03	1.7	0.06	1.16
HAM	RIP RAP RD	ARMISTEAD AVE	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	RIP RAP RD	I-64	KING ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ROANOKE AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	26.1	1.07	7:00	0.00	0.7	0.03	1.08	24.8	1.15	6:45	0.08	0.4	0.05	1.17
HAM	SAUNDERS RD	NEWPORT NEWS CL	BIG BETHEL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SETTLERS LANDING RD	PEMBROKE AVE	LA SALLE AVE	EW	24.3	1.19	8:15	0.11	7.0	0.17	1.37	21.9	1.28	6:45	0.21	3.5	0.08	1.30
HAM	SETTLERS LANDING RD	LA SALLE AVE	KECOUGHTAN RD	EW	29.3	1.16	8:45	0.07	5.3	0.10	1.24	31.2	1.09	7:00	0.01	1.1	0.04	1.11
HAM	SETTLERS LANDING RD	KECOUGHTAN RD	ARMISTEAD AVE	EW	23.9	1.19	8:00	0.08	10.6	0.14	1.35	21.3	1.27	8:45	0.18	4.7	0.19	1.49
HAM	SETTLERS LANDING RD	ARMISTEAD AVE	EATON ST	EW	23.2	1.16	8:00	0.02	7.9	0.25	1.45	23.8	1.13	8:45	0.04	2.3	0.07	1.19
HAM	SETTLERS LANDING RD	EATON ST	TYLER ST	EW	29.4	1.18	7:45	0.05	7.6	0.37	1.61	31.2	1.11	8:45	0.03	2.0	0.11	1.20
HAM	SETTLERS LANDING RD	TYLER ST	I-64	EW	29.4	1.18	7:45	0.00	12.0	0.37	1.61	31.2	1.11	8:45	0.02	3.3	0.11	1.20
HAM	TODDS LA	NEWPORT NEWS CL	BIG BETHEL RD	EW	34.9	1.05	8:45	-0.05	1.8	0.05	1.10	34.7	1.06	8:45	-0.02	1.7	0.06	1.12
HAM	TODDS LA	BIG BETHEL RD	ABERDEEN RD	EW	34.7	1.07	7:00	0.00	1.6	0.04	1.09	31.8	1.16	8:30	0.09	3.3	0.07	1.23
HAM	TODDS LA	ABERDEEN RD	CUNNINGHAM DR	EW	34.0	1.09	7:45	-0.02	4.2	0.07	1.16	30.1	1.20	7:15	0.12	6.3	0.12	1.31
HAM	TODDS LA	CUNNINGHAM DR	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	WOODLAND RD	I-64	COUNTY ST	NS	-	-	-	-	-	-	-	30.8	1.20	8:15	0.06	18.0	0.07	1.29
HAM	WOODLAND RD	COUNTY ST	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	WOODLAND RD	MERCURY BLVD	PEMBROKE AVE	NS	29.9	1.19	8:00	0.12	2.0	0.06	1.23	30.8	1.14	7:15	0.04	7.6	0.11	1.23
HAM	WOODLAND RD	PEMBROKE AVE	FOX HILL RD	NS	33.0	1.10	8:30	0.04	1.8	0.05	1.15	32.7	1.08	6:45	0.02	2.5	0.05	1.13
HAM	WYTHE CREEK RD	COMMANDER SHEPPARD BLVD	POQUOSON CL	NS	38.8	1.07	8:45	-0.02	0.8	0.05	1.12	37.5	1.11	8:15	-0.08	5.9	0.06	1.16
IW	BATTERY PARK RD	S CHURCH ST	NIKE PARK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BATTERY PARK RD	NIKE PARK RD	COUNTRY WAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BENNS CHURCH BLVD	SUFFOLK CL	RIDDICK RD	NS	49.2	1.01	5:00	-0.01	0.0	0.05	1.04	49.1	1.02	5:45	-0.03	0.4	0.03	1.04
IW	BENNS CHURCH BLVD	RIDDICK RD	ROUTE 10 & 32 (BREWERS NECK RD)	NS	49.2	1.01	5:00	-0.01	0.0	0.05	1.04	49.1	1.02	5:45	-0.03	0.4	0.03	1.04
IW	BENNS CHURCH BLVD	ROUTE 10 & 32 (BREWERS NECK RD)	ECL SMITHFIELD (RTE 644)	NS	42.8	1.03	7:15	-0.10	1.1	0.08	1.11	38.2	1.15	7:30	0.09	4.5	0.13	1.30
IW	BENNS CHURCH BLVD	ECL SMITHFIELD (RTE 644)	CHURCH ST S	NS	39.2	1.17	8:30	0.08	7.1	0.23	1.40	36.7	1.25	7:30	0.18	6.5	0.31	1.60
IW	BREWERS NECK BLVD	ROUTE 10 & 32 (BENN'S CHURCH)	RTE 670	EW	48.8	1.07	8:45	-0.01	2.3	0.08	1.14	48.0	1.06	8:45	-0.01	1.0	0.10	1.17
IW	BREWERS NECK BLVD	RTE 670	ROUTE 17	EW	48.8	1.07	8:45	-0.01	2.3	0.08	1.14	48.0	1.06	8:45	-0.01	1.0	0.10	1.17
IW	BUCKHORN DR	SUFFOLK CL	SUNSET DR (RTE 609)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUCKHORN DR	SUNSET DR (RTE 609)	SCL WINDSOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS RTE 10	NCL SMITHFIELD	JENKINS LANE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS RTE 10	JENKINS LANE	RT 10 BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS RTE 58/BUS RTE 258	FRANKLIN CL	JAMESTOWN LN (RTE 691)	EW	33.3	1.12	5:00	0.06	1.5	0.09	1.21	33.6	1.10	5:15	0.05	1.0	0.05	1.15
IW	BUS RTE 58/BUS RTE 258	JAMESTOWN LN (RTE 691)	ROUTE 258	EW	33.3	1.12	5:00	0.06	1.5	0.09	1.21	33.6	1.10	5:15	0.05	1.0	0.05	1.15
IW	BUS RTE 58	ROUTE 258	SUFFOLK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CARROLLTON BLVD	SUFFOLK CL	WEST END CHUCKATUCK BRIDGE	NS	46.9	1.09	8:00	-0.01	1.6	0.10	1.17	47.6	1.09	8:00	-0.01	2.0	0.12	1.20
IW	CARROLLTON BLVD	WEST END CHUCKATUCK BRIDGE	ROUTE 258	NS	46.9	1.09	8:00	0.03	1.6	0.10	1.17	47.6	1.09	8:00	0.03	2.0	0.12	1.20
IW	CARROLLTON BLVD	ROUTE 258	SMITH'S NECK RD	NS	44.6	1.13	7:45	-0.02	7.8	0.29	1.46	49.3	1.06	8:15	0.00	1.2	0.10	1.14
IW	CARROLLTON BLVD/JAMES RIVER	SMITH'S NECK RD	NEWPORT NEWS CL	NS	44.6	1.13	7:45	-0.02	7.8	0.29	1.46	49.3	1.06	8:15	0.00	1.2	0.10	1.14
IW	CHURCH ST S	RTE 10 BYPASS	BATTERY PARK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CHURCH ST S	BATTERY PARK RD	CYPRESS CREEK BRIDGE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND							
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
IW	CHURCH ST S	CYPRESS CREEK BRIDGE	MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CHURCH ST N	MAIN ST	SMITHFIELD CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	COURT ST	SCL WINDSOR/BUCKHORN DR	ROUTE 460	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	MAIN ST	ROUTE 10 BYPASS	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	NIKE PARK RD	BATTERY PARK RD	TITUS CREEK DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	RESCUE RD	NEWPORT ST (RTE 1002)	SMITH'S NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 10 (OLD STAGE HWY)	BUS RTE 10	IW/SURRY CL	NS	49.5	1.01	7:30	-0.05	0.1	0.04	1.05	49.5	1.01	5:00	-0.02	0.1	0.02	1.02
IW	ROUTE 10 BYPASS	CHURCH ST S	FAIRWAY DR	NS	49.3	1.04	8:00	-0.08	1.1	0.03	1.07	49.3	1.03	8:00	-0.08	0.6	0.03	1.06
IW	ROUTE 10 BYPASS	FAIRWAY DR	MAIN ST	NS	49.3	1.04	8:00	-0.08	1.1	0.03	1.07	49.3	1.03	8:00	-0.08	0.6	0.03	1.06
IW	ROUTE 10 BYPASS	MAIN ST	NCL SMITHFIELD	NS	49.3	1.01	5:00	-0.03	0.0	0.03	1.04	49.6	1.00	7:15	-0.05	0.0	0.04	1.03
IW	ROUTE 10 BYPASS	NCL SMITHFIELD	BUS RTE 10	NS	49.3	1.01	5:00	-0.02	0.0	0.03	1.04	49.6	1.00	7:15	-0.04	0.0	0.04	1.03
IW	ROUTE 258	SUFFOLK CL	UNION CAMP DR (RTE 656)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 258	UNION CAMP DR (RTE 656)	CARRSVILLE HWY (BUS RTE 58)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 258	CARRSVILLE HWY (BUS RTE 58)	BURDETTE RD (W RTE 619)	EW	52.6	1.02	7:00	-0.01	0.1	0.02	1.04	52.1	1.02	6:00	0.00	0.1	0.02	1.04
IW	ROUTE 258	BURDETTE RD (W RTE 619)	RIVER RUN TRAIL (W RTE 614)	EW	52.6	1.02	7:00	-0.01	0.1	0.02	1.04	52.1	1.02	6:00	0.00	0.1	0.02	1.04
IW	ROUTE 258	RIVER RUN TRAIL (W RTE 614)	BLACKWATER RD (RTE 603)	EW	52.6	1.02	7:00	-0.05	0.3	0.02	1.04	52.1	1.02	6:00	0.00	0.1	0.02	1.04
IW	ROUTE 258	BLACKWATER RD (RTE 603)	WCL WINDSOR	EW	52.6	1.02	7:00	-0.05	0.3	0.02	1.04	52.1	1.02	6:00	0.00	0.1	0.02	1.04
IW	ROUTE 258	WCL WINDSOR	ROUTE 460	EW	52.6	1.02	7:00	-0.05	0.3	0.02	1.04	52.1	1.02	6:00	0.00	0.1	0.02	1.04
IW	ROUTE 258	ROUTE 460	ECL WINDSOR	EW	52.7	1.04	8:30	-0.01	0.3	0.07	1.11	52.5	1.02	5:45	-0.01	0.1	0.03	1.04
IW	ROUTE 258	ECL WINDSOR	COURT ST NORTH (RTE 610)	EW	52.7	1.04	8:30	-0.01	0.3	0.07	1.11	52.5	1.02	5:45	-0.01	0.1	0.03	1.04
IW	ROUTE 258	COURT ST NORTH (RTE 610)	IRON MINE SPRINGS RD (RTE 605)	EW	52.7	1.04	8:30	-0.03	0.3	0.07	1.11	52.5	1.02	5:45	0.00	0.1	0.03	1.04
IW	ROUTE 258	IRON MINE SPRINGS RD (RTE 605)	CENTRAL HILL RD (W RTE 637)	EW	52.7	1.04	8:30	-0.03	0.3	0.07	1.11	52.5	1.02	5:45	0.00	0.1	0.03	1.04
IW	ROUTE 258	CENTRAL HILL RD (W RTE 637)	SCOTTS FACTORY RD (RTE 620)	EW	51.7	1.03	8:45	-0.03	0.1	0.07	1.10	51.8	1.02	8:15	-0.05	0.2	0.05	1.08
IW	ROUTE 258	SCOTTS FACTORY RD (RTE 620)	WCL SMITHFIELD	EW	42.3	1.04	8:45	-0.03	0.6	0.05	1.10	38.4	1.04	8:30	-0.01	0.3	0.07	1.11
IW	ROUTE 258/N MAIN ST	WCL SMITHFIELD	RTE 10 BYPASS	EW	42.3	1.04	8:45	-0.09	0.8	0.05	1.10	38.4	1.04	8:30	-0.08	0.5	0.07	1.11
IW	ROUTE 460	SOUTHAMPTON CL	FIRETOWER RD (RTE 644)	EW	56.1	1.02	7:15	-0.02	0.3	0.05	1.07	55.6	1.01	5:00	-0.02	0.0	0.06	1.07
IW	ROUTE 460	FIRETOWER RD (RTE 644)	WCL WINDSOR	EW	56.1	1.02	7:15	-0.02	0.3	0.05	1.07	55.6	1.01	5:00	-0.02	0.0	0.06	1.07
IW	ROUTE 460	WCL WINDSOR	ROUTE 258	EW	56.1	1.02	7:15	-0.02	0.3	0.05	1.07	55.6	1.01	5:00	-0.02	0.0	0.06	1.07
IW	ROUTE 460	ROUTE 258	COURT ST (RTE 610)	EW	31.8	1.13	8:30	0.05	5.0	0.20	1.36	28.2	1.27	7:30	0.20	5.5	0.22	1.56
IW	ROUTE 460	COURT ST (RTE 610)	ECL WINDSOR	EW	49.7	1.03	8:45	-0.05	0.8	0.06	1.09	50.8	1.02	6:45	-0.05	0.2	0.06	1.09
IW	ROUTE 460	ECL WINDSOR	SUFFOLK CL	EW	49.7	1.03	8:45	-0.03	0.8	0.06	1.09	50.8	1.02	6:45	-0.03	0.2	0.06	1.09
IW	SMITH'S NECK RD	CARROLLTON BLVD	REYNOLDS DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	SMITH'S NECK RD	REYNOLDS DR	TITUS CREEK DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	SMITH'S NECK RD	TITUS CREEK DR	RESCUE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	TITUS CREEK DR	SMITH'S NECK RD	NIKE PARK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	TODD AVE/WARWICK ST	COUNTRY WAY	NEWPORT ST (RTE 1002)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	BARHAMSVILLE RD	I-64	ROUTE 60	NS	48.7	1.04	8:15	-0.02	0.6	0.06	1.10	46.0	1.06	7:45	0.01	0.8	0.09	1.14
JCC	CENTERVILLE RD	JOHN TYLER HWY	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	MONTICELLO AVE	NEWS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	NEWS RD	LONGHILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	LONGHILL RD	RICHMOND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	COLONIAL NATL HIST PKWY	JAMESTOWN/RTE 359	WILLIAMSBURG CL/RTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	ROUTE 60	MAXTON LN (RTE 760)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	MAXTON LN (RTE 760)	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	I-64	FENTON MILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	FENTON MILL RD	RIVERVIEW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	DEPUE DR	LONGHILL RD (RTE 612)	IRONBOUND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD	STRAWBERRY PLAINS RD	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD	MONTICELLO AVE	WILLIAMSBURG CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD/NEWS RD	JOHN TYLER HWY	MONTICELLO AVE	NS	37.1	1.05	8:30	-0.02	0.8	0.05	1.06	36.8	1.03	8:45	-0.02	0.2	0.05	1.06

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)												
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND					
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
JCC	IRONBOUND RD/SANDY BAY RD	JAMESTOWN RD	JOHN TYLER HWY	NS	30.7	1.20	8:30	0.14	2.3	0.03	1.24	34.4	1.13	8:30	0.10	0.8	0.02	1.15
JCC	JAMESTOWN RD	JAMES RIVER/FERRY	COLONIAL PARKWAY (RTE 359)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JAMESTOWN RD	COLONIAL PARKWAY (RTE 359)	SANDY BAY RD (RTE 681)	EW	42.0	1.05	6:45	-0.02	0.7	0.02	1.05	41.4	1.09	6:15	0.06	0.5	0.06	1.10
JCC	JAMESTOWN RD	SANDY BAY RD (RTE 681)	NECK-O-LAND RD	EW	36.5	1.07	8:45	-0.03	1.6	0.03	1.09	37.0	1.05	5:00	0.03	0.4	0.03	1.06
JCC	JAMESTOWN RD	NECK-O-LAND RD	WILLIAMSBURG CL	EW	36.5	1.07	8:45	-0.03	1.6	0.03	1.09	37.0	1.05	5:00	0.03	0.4	0.03	1.06
JCC	JOHN TYLER HWY	CHARLES CITY CL	MONTICELLO AVE	EW	49.1	1.00	5:00	-0.02	0.0	0.03	1.02	47.9	1.04	6:00	0.01	0.2	0.02	1.04
JCC	JOHN TYLER HWY	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	EW	49.1	1.00	5:00	-0.02	0.0	0.03	1.02	47.9	1.04	6:00	0.01	0.2	0.02	1.04
JCC	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	IRONBOUND RD (RTE 615)	EW	40.3	1.07	7:15	-0.03	0.8	0.12	1.19	41.3	1.07	7:45	0.02	0.6	0.03	1.09
JCC	JOHN TYLER HWY	IRONBOUND RD (RTE 615)	STANLEY DR (RTE 712)	EW	34.4	1.08	7:45	-0.02	2.0	0.05	1.12	35.3	1.08	8:30	0.02	1.0	0.04	1.10
JCC	JOHN TYLER HWY	STANLEY DR (RTE 712)	ROUTE 199	EW	34.4	1.08	7:45	0.00	2.8	0.05	1.12	35.3	1.08	8:30	0.02	2.0	0.04	1.10
JCC	LONGHILL RD	CENTERVILLE RD (RTE 614)	OLDE TOWNE RD (RTE 658)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	LONGHILL RD	OLDE TOWNE RD (RTE 658)	ROUTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	LONGHILL RD	ROUTE 199	DEPUE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MERRIMAC TRL	NEWPORT NEWS CL @ I-64	YORK CL (SOUTH OF GROVE INT)	EW	46.2	1.08	6:00	0.05	0.6	0.12	1.15	46.4	1.06	5:00	0.03	0.8	0.09	1.09
JCC	MERRIMAC TRL	YORK CL @ ROUTE 199	PENNIMAN RD (YORK CL)	EW	43.3	1.02	8:45	-0.02	0.3	0.05	1.08	40.8	1.05	8:45	0.02	0.6	0.06	1.12
JCC	MONTICELLO AVE	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	NEWS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MONTICELLO AVE	NEWS RD	ROUTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MONTICELLO AVE	ROUTE 199	IRONBOUND RD (RTE 615)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	OLD STAGE RD	NEW KENT CL	BARNES RD (RTE 601 S)	EW	50.3	0.99	5:00	-0.04	0.0	0.03	1.01	50.2	1.00	7:00	-0.05	0.0	0.05	1.02
JCC	OLD STAGE RD	BARNES RD (RTE 601 S)	I-64	EW	50.3	0.99	5:00	-0.03	0.0	0.08	1.03	50.3	0.99	5:00	-0.03	0.0	0.07	1.03
JCC	OLDE TOWNE RD	LONGHILL RD	RICHMOND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	POCAHONTAS TRL	WILLIAMSBURG CL	YORK CL @ 199	EW	32.8	1.04	7:30	0.01	0.5	0.06	1.09	34.8	1.06	5:45	0.03	0.7	0.05	1.09
JCC	POCAHONTAS TRL	YORK CL	BASF RD/ROUTE 60 RELOCATION	EW	38.1	1.07	8:30	0.01	0.7	0.05	1.13	37.8	1.06	8:15	0.00	0.8	0.08	1.15
JCC	POCAHONTAS TRL	BASF RD/ROUTE 60 RELOCATION	NEWPORT NEWS CL	EW	38.1	1.07	8:30	-0.01	0.9	0.05	1.13	37.8	1.06	8:15	-0.01	1.0	0.08	1.15
JCC	RICHMOND RD	ROUTE 199	OLDE TOWNE RD (RTE 658)	EW	43.4	1.04	5:30	0.01	0.4	0.06	1.09	42.7	1.02	8:15	-0.01	0.2	0.05	1.07
JCC	RICHMOND RD	OLDE TOWNE RD (RTE 658)	WILLIAMSBURG CL	EW	31.4	1.05	5:45	-0.01	0.7	0.05	1.10	34.5	1.01	6:15	-0.04	0.2	0.05	1.07
JCC	ROCHAMBEAU DR	ROUTE 60	0.7 MI EAST OF ASHINGTON WAY	EW	48.2	1.06	8:30	0.00	0.7	0.06	1.12	49.6	1.06	6:45	0.02	0.6	0.04	1.10
JCC	ROCHAMBEAU DR	0.7 MI EAST OF ASHINGTON WAY	CROAKER RD (RTE 607)	EW	48.2	1.06	8:30	-0.04	0.7	0.06	1.12	49.6	1.06	6:45	0.01	0.6	0.04	1.10
JCC	ROUTE 199	JOHN TYLER HWY (RTE 5)	WILLIAMSBURG CL	EW	34.0	1.32	8:00	0.18	14.8	0.25	1.66	33.3	1.32	8:45	0.20	14.9	0.30	1.73
JCC	ROUTE 199	WILLIAMSBURG CL	HENRY ST/COLONIAL PKWY	EW	44.8	1.12	8:00	-0.03	5.1	0.13	1.24	43.4	1.13	8:00	0.01	4.6	0.15	1.30
JCC	ROUTE 199	HENRY ST/COLONIAL PKWY	MOUNTS BAY RD/QUARTERPATH RD	EW	44.8	1.12	8:00	-0.02	5.2	0.13	1.24	43.4	1.13	8:00	0.01	4.8	0.15	1.30
JCC	ROUTE 199	MOUNTS BAY RD/QUARTERPATH RD	RTE 60/RTE 143/YORK CL	EW	49.7	1.02	5:00	-0.02	0.0	0.11	1.07	49.3	1.01	5:00	-0.01	0.0	0.19	1.16
JCC	ROUTE 60	NEW KENT CL	ROUTE 30	EW	55.3	1.06	5:00	0.03	0.5	0.04	1.08	55.2	1.06	7:00	0.04	0.3	0.05	1.09
JCC	ROUTE 60	ROUTE 30	CROAKER RD (RTE 607)	EW	42.5	1.07	5:15	0.04	2.1	0.07	1.13	42.5	1.07	7:30	0.03	1.3	0.08	1.16
JCC	ROUTE 60	CROAKER RD (RTE 607)	LIGHTFOOT RD (RTE 646)	EW	38.5	1.06	8:30	-0.01	2.0	0.09	1.15	38.7	1.06	7:45	0.00	1.5	0.07	1.12
JCC	ROUTE 60	LIGHTFOOT RD (RTE 646)	CENTERVILLE RD (RTE 614)	EW	38.5	1.06	8:30	-0.01	2.0	0.09	1.15	38.7	1.06	7:45	0.00	1.5	0.07	1.12
JCC	ROUTE 60	CENTERVILLE RD (RTE 614)	ROUTE 199	EW	30.5	1.35	8:00	0.27	11.8	0.29	1.73	31.5	1.21	8:15	0.16	6.5	0.20	1.44
JCC	STRAWBERRY PLAINS RD	JOHN TYLER HWY/ROUTE 199	IRONBOUND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	23RD/25TH CONNECTOR	HUNTINGTON AVE	JEFFERSON AVE	EW	31.1	1.26	8:30	0.19	1.4	0.11	1.36	-	-	-	-	-	-	-
NN	25TH ST	JEFFERSON AVE	26TH ST	EW	26.2	1.11	6:15	0.04	0.7	0.03	1.12	-	-	-	-	-	-	-
NN	25TH ST	26TH ST	HAMPTON CL	EW	30.4	1.02	8:45	-0.04	0.1	0.05	1.07	31.7	1.01	8:45	-0.05	0.1	0.04	1.05
NN	26TH ST	25TH ST	ROANOKE AVE	EW	-	-	-	-	-	-	-	24.0	1.12	7:15	0.05	0.7	0.01	1.13
NN	26TH ST	ROANOKE AVE	JEFFERSON AVE	EW	-	-	-	-	-	-	-	25.0	1.08	8:15	0.01	0.3	0.07	1.11
NN	26TH ST	JEFFERSON AVE	WARWICK BLVD	EW	-	-	-	-	-	-	-	33.0	1.13	8:15	0.04	8.0	0.08	1.22
NN	26TH ST	WARWICK BLVD	HUNTINGTON AVE	EW	-	-	-	-	-	-	-	33.0	1.13	8:15	0.04	8.0	0.08	1.22
NN	39TH ST	HUNTINGTON AVE	MADISON AVE	EW	34.2	1.08	7:00	-0.02	1.0	0.05	1.13	33.7	1.09	6:45	0.00	1.9	0.04	1.13
NN	39TH ST	MADISON AVE	HAMPTON CL	EW	34.2	1.08	7:00	0.00	1.2	0.05	1.13	33.7	1.09	6:45	0.00	2.8	0.04	1.13
NN	BLAND BLVD	WARWICK BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	BLAND BLVD	I-64	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NN	BLAND BLVD	JEFFERSON AVE	McMANUS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	BRIARFIELD RD	JEFFERSON AVE	HAMPTON CL	EW	29.0	1.11	7:00	0.05	1.4	0.07	1.18	31.0	1.07	8:45	-0.01	0.9	0.07	1.13
NN	BUXTON AVE	HAMPTON CL	25TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CENTER AVE	WARWICK BLVD	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CHESTNUT AVE	39TH ST	44TH ST	NS	29.2	1.16	8:00	0.09	1.7	0.06	1.23	27.8	1.20	8:00	0.11	6.7	0.11	1.33
NN	CHESTNUT AVE	44TH ST	BRIARFIELD RD	NS	29.2	1.16	8:00	0.08	2.4	0.06	1.23	27.8	1.20	8:00	0.11	3.8	0.11	1.33
NN	CHESTNUT AVE	BRIARFIELD RD	HAMPTON CL	NS	30.5	1.08	8:30	0.01	0.7	0.02	1.10	31.5	1.01	7:45	-0.06	0.2	0.06	1.07
NN	DENBIGH BLVD	LUCAS CREEK RD	WARWICK BLVD	EW	27.3	1.21	8:15	0.12	5.9	0.07	1.23	32.0	1.06	7:45	0.00	0.8	0.05	1.11
NN	DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE	EW	33.7	1.05	8:45	-0.06	2.4	0.10	1.15	32.7	1.09	8:30	-0.01	3.8	0.09	1.18
NN	DENBIGH BLVD	JEFFERSON AVE	YORK CL	EW	43.3	1.04	8:45	-0.06	1.3	0.09	1.13	44.1	1.04	8:45	-0.08	2.1	0.08	1.12
NN	DILIGENCE DR	THIMBLE SHOALS BLVD	J CLYDE MORRIS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EW	41.1	1.17	7:45	0.03	6.3	0.43	1.67	41.0	1.20	7:30	0.03	16.6	0.38	1.63
NN	FORT EUSTIS BLVD	I-64	JEFFERSON AVE	EW	31.2	1.15	5:00	0.13	3.7	0.24	1.35	25.6	1.29	7:30	0.18	23.1	0.50	1.93
NN	FORT EUSTIS BLVD	JEFFERSON AVE	.54 MILES EAST OF RTE 143	EW	44.9	1.04	7:15	-0.02	0.7	0.07	1.10	42.7	1.12	7:30	0.03	2.7	0.40	1.57
NN	FORT EUSTIS BLVD	.54 MILES EAST OF RTE 143	YORK CL	EW	44.9	1.04	7:15	-0.06	0.7	0.07	1.10	42.7	1.12	7:30	-0.04	2.7	0.40	1.57
NN	HRC PARKWAY	HARPERSVILLE RD	HAMPTON CL	EW	41.9	1.13	8:00	0.04	4.3	0.07	1.16	43.6	1.06	8:00	-0.01	1.5	0.07	1.12
NN	HARPERSVILLE RD	J CLYDE MORRIS BLVD	SAUNDERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	SAUNDERS RD	HRC PARKWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	HRC PARKWAY	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	JEFFERSON AVE	WARWICK BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HUNTINGTON AVE	71ST ST	39TH ST	NS	-	-	-	-	-	-	-	34.2	1.08	7:00	0.03	0.0	0.06	1.11
NN	HUNTINGTON AVE	39TH ST	26TH ST	NS	-	-	-	-	-	-	-	30.4	1.26	8:30	0.20	0.0	0.12	1.38
NN	HUNTINGTON AVE	26TH ST	23RD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	WARWICK BLVD	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	JEFFERSON AVE	THIMBLE SHOALS BLVD	NS	36.6	1.14	8:45	0.03	8.8	0.16	1.31	32.5	1.23	8:00	0.13	12.6	0.23	1.48
NN	J CLYDE MORRIS BLVD	THIMBLE SHOALS BLVD	I-64	NS	36.6	1.14	8:45	0.03	8.8	0.16	1.31	32.5	1.23	8:00	0.13	12.6	0.23	1.48
NN	J CLYDE MORRIS BLVD	I-64	HARPERSVILLE RD	NS	35.4	1.13	7:45	0.00	6.3	0.27	1.44	36.1	1.24	8:00	0.09	12.7	0.28	1.58
NN	J CLYDE MORRIS BLVD	HARPERSVILLE RD	YORK CL	NS	35.7	1.21	8:00	0.10	8.5	0.19	1.43	34.9	1.23	8:00	0.09	10.7	0.25	1.51
NN	JEFFERSON AVE	JAMES CITY CL	YORKTOWN RD	NS	44.5	1.08	8:45	0.00	3.4	0.18	1.26	40.5	1.14	6:15	0.10	3.2	0.09	1.22
NN	JEFFERSON AVE	YORKTOWN RD	FORT EUSTIS BLVD	NS	44.6	1.05	7:15	0.00	1.5	0.08	1.14	42.7	1.08	6:45	0.04	1.2	0.05	1.11
NN	JEFFERSON AVE	FORT EUSTIS BLVD	FUTURE ATKINSON BLVD	NS	36.6	1.09	8:00	-0.03	5.7	0.12	1.22	36.6	1.07	8:00	-0.03	2.9	0.09	1.17
NN	JEFFERSON AVE	FUTURE ATKINSON BLVD	DENBIGH BLVD	NS	36.6	1.09	8:00	0.00	5.3	0.12	1.22	36.6	1.07	8:00	-0.02	3.2	0.09	1.17
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD	NS	34.1	1.14	8:00	0.03	8.6	0.20	1.35	33.5	1.14	8:00	0.02	10.2	0.19	1.34
NN	JEFFERSON AVE	BLAND BLVD	I-64	NS	36.0	1.06	8:30	-0.09	6.4	0.17	1.22	33.6	1.10	7:45	-0.06	11.3	0.14	1.25
NN	JEFFERSON AVE	I-64	OYSTER POINT RD	NS	36.0	1.06	8:30	-0.05	3.8	0.17	1.22	33.6	1.10	7:45	-0.04	7.9	0.14	1.25
NN	JEFFERSON AVE	OYSTER POINT RD	MUELLER LA	NS	36.6	1.12	8:15	0.01	7.5	0.12	1.23	35.2	1.16	8:00	0.04	13.3	0.15	1.34
NN	JEFFERSON AVE	MUELLER LA	MIDDLE GROUND BLVD	NS	36.6	1.12	8:15	0.01	7.5	0.12	1.23	35.2	1.16	8:00	0.04	13.3	0.15	1.34
NN	JEFFERSON AVE	MIDDLE GROUND BLVD	J CLYDE MORRIS BLVD	NS	36.6	1.12	8:15	0.01	6.8	0.12	1.23	35.2	1.16	8:00	0.06	7.3	0.15	1.34
NN	JEFFERSON AVE	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	38.1	1.09	8:45	-0.03	7.5	0.16	1.26	41.2	1.06	8:00	-0.04	3.8	0.12	1.19
NN	JEFFERSON AVE	HARPERSVILLE RD	MAIN ST	NS	40.1	1.07	8:45	-0.03	2.8	0.17	1.25	41.4	1.05	8:00	-0.04	2.5	0.10	1.15
NN	JEFFERSON AVE	MAIN ST	CENTER AVE	NS	41.1	1.05	8:00	-0.06	2.2	0.12	1.17	39.6	1.09	8:00	-0.02	4.3	0.13	1.21
NN	JEFFERSON AVE	CENTER AVE	MERCURY BLVD	NS	39.3	1.07	8:45	-0.03	5.3	0.16	1.24	36.1	1.13	8:15	0.04	6.9	0.21	1.37
NN	JEFFERSON AVE	MERCURY BLVD	BRIARFIELD RD	NS	36.0	1.14	8:15	0.06	5.0	0.19	1.35	41.8	1.05	8:30	-0.02	1.6	0.15	1.15
NN	JEFFERSON AVE	BRIARFIELD RD	41ST ST	NS	38.0	1.08	7:15	0.00	2.5	0.08	1.14	41.7	1.03	8:15	-0.04	0.5	0.07	1.08
NN	JEFFERSON AVE	41ST ST	35TH ST	NS	31.6	1.11	8:30	0.05	1.9	0.14	1.23	30.7	1.17	8:30	0.11	3.0	0.09	1.27
NN	JEFFERSON AVE	35TH ST	25TH ST	NS	23.9	1.12	8:45	0.05	2.4	0.07	1.19	23.6	1.16	8:15	0.09	3.4	0.06	1.19
NN	MAIN ST	WARWICK BLVD	JEFFERSON AVE	EW	28.2	1.17	8:15	0.10	3.6	0.03	1.18	30.6	1.08	8:15	0.01	2.1	0.06	1.14
NN	MAIN ST	JEFFERSON AVE	HAMPTON CL	EW	34.7	1.06	8:45	0.00	0.5	0.06	1.12	34.9	1.05	8:45	-0.02	0.8	0.05	1.10
NN	MCMANUS BLVD/SIEMENS WAY	DENBIGH BLVD	BLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MERCURY BLVD/JAMES RIVER BR	ISLE OF WIGHT CL	RIVER RD	EW	44.6	1.13	7:45	-0.02	7.8	0.29	1.46	49.3	1.06	8:15	0.00	1.2	0.10	1.14

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NN	MERCURY BLVD	RIVER RD	WARWICK BLVD	EW	44.6	1.13	7:45	-0.01	6.8	0.29	1.46	49.3	1.06	8:15	-0.03	1.2	0.10	1.14
NN	MERCURY BLVD	WARWICK BLVD	JEFFERSON AVE	EW	44.6	1.13	7:45	0.02	6.8	0.29	1.46	49.3	1.06	8:15	-0.02	2.3	0.10	1.14
NN	MERCURY BLVD	JEFFERSON AVE	HAMPTON CL	EW	39.6	1.03	8:15	-0.07	1.0	0.16	1.17	39.3	1.05	6:30	-0.05	2.9	0.18	1.22
NN	OYSTER POINT RD	WARWICK BLVD	JEFFERSON AVE	EW	26.7	1.28	8:00	0.11	22.6	0.34	1.71	32.3	1.11	8:30	0.01	5.2	0.15	1.28
NN	OYSTER POINT RD	JEFFERSON AVE	CANON BLVD	EW	36.0	1.20	8:00	0.08	10.2	0.34	1.60	32.3	1.19	8:00	0.10	7.6	0.21	1.45
NN	OYSTER POINT RD	CANON BLVD	I-64	EW	44.4	1.07	8:15	-0.05	4.0	0.11	1.18	33.9	1.35	8:00	0.21	21.0	0.43	1.91
NN	RICHNECK RD	DENBIGH BLVD	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	RICHNECK RD	JEFFERSON AVE	YORK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	ROANOKE AVE	I-664	43RD ST	NS	29.0	1.07	8:00	0.00	0.2	0.12	1.20	26.9	1.15	6:15	0.08	0.9	0.11	1.27
NN	ROANOKE AVE	43RD ST	BRIARFIELD RD	NS	29.0	1.07	8:00	0.00	0.2	0.12	1.20	26.9	1.15	6:15	0.08	0.9	0.11	1.27
NN	ROANOKE AVE	BRIARFIELD RD	HAMPTON CL	NS	26.1	1.07	7:00	0.00	0.4	0.03	1.08	24.8	1.15	6:45	0.08	0.5	0.05	1.17
NN	SAUNDERS RD	HARPERSVILLE RD	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	SHELLABARGER DR	FORT EUSTIS	WARWICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	THIMBLE SHOALS BLVD	JEFFERSON AVE	DILIGENCE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	THIMBLE SHOALS BLVD	DILIGENCE DR	J CLYDE MORRIS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	VICTORY BLVD	I-64	YORK CL	EW	32.8	1.18	8:45	0.08	9.8	0.23	1.45	35.9	1.18	8:00	0.02	14.1	0.27	1.49
NN	WARWICK BLVD	JAMES CITY CL	YORKTOWN RD	NS	37.8	1.06	8:15	-0.02	1.0	0.08	1.15	38.1	1.07	8:30	0.01	0.9	0.05	1.13
NN	WARWICK BLVD	YORKTOWN RD	FORT EUSTIS BLVD	NS	32.9	1.12	8:45	-0.02	5.3	0.12	1.24	34.3	1.10	8:00	-0.02	2.8	0.11	1.22
NN	WARWICK BLVD	FORT EUSTIS BLVD	SNIDOW BLVD	NS	36.4	1.08	8:30	-0.01	3.1	0.09	1.17	36.0	1.08	8:30	-0.03	5.3	0.14	1.23
NN	WARWICK BLVD	SNIDOW BLVD	DENBIGH BLVD	NS	36.4	1.08	8:30	-0.04	5.4	0.09	1.17	36.0	1.08	8:30	-0.05	6.8	0.14	1.23
NN	WARWICK BLVD	DENBIGH BLVD	BLAND BLVD	NS	34.9	1.11	8:45	-0.01	7.1	0.12	1.22	36.1	1.11	8:00	0.00	4.9	0.16	1.28
NN	WARWICK BLVD	BLAND BLVD	OYSTER POINT RD	NS	37.4	1.09	8:30	-0.02	5.0	0.12	1.20	36.0	1.11	8:00	-0.01	5.1	0.16	1.29
NN	WARWICK BLVD	OYSTER POINT RD	MAXWELL LN	NS	35.0	1.13	8:15	0.01	9.6	0.08	1.22	35.9	1.11	8:00	-0.02	4.3	0.10	1.22
NN	WARWICK BLVD	MAXWELL LN	DEEP CREEK RD	NS	35.0	1.13	8:15	0.03	9.6	0.08	1.22	35.9	1.11	8:00	0.01	4.3	0.10	1.22
NN	WARWICK BLVD	DEEP CREEK RD	J CLYDE MORRIS BLVD	NS	35.0	1.13	8:15	0.02	12.3	0.08	1.22	35.9	1.11	8:00	0.01	4.4	0.10	1.22
NN	WARWICK BLVD	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	40.4	1.05	8:45	-0.06	4.0	0.08	1.14	39.8	1.08	5:45	0.02	2.2	0.09	1.13
NN	WARWICK BLVD	HARPERSVILLE RD	MAIN ST	NS	33.0	1.06	8:15	-0.04	4.2	0.06	1.10	32.9	1.06	8:00	-0.05	3.6	0.10	1.13
NN	WARWICK BLVD	MAIN ST	CENTER AVE	NS	32.6	1.10	8:00	-0.01	8.8	0.05	1.13	34.7	1.06	8:15	-0.04	2.2	0.06	1.12
NN	WARWICK BLVD	CENTER AVE	MERCURY BLVD	NS	32.6	1.10	8:00	0.01	8.8	0.05	1.13	34.7	1.06	8:15	-0.02	2.2	0.06	1.12
NN	WARWICK BLVD	MERCURY BLVD	HUNTINGTON AVE	NS	36.5	1.08	8:00	-0.01	8.5	0.05	1.13	34.2	1.08	7:00	-0.03	2.6	0.06	1.11
NN	WARWICK BLVD	23RD ST	39TH ST	NS	27.4	1.29	8:00	0.22	0.0	0.11	1.33	-	-	-	-	-	-	-
NN	WARWICK BLVD	39TH ST	HUNTINGTON AVE	NS	36.5	1.08	8:00	0.04	0.0	0.05	1.13	-	-	-	-	-	-	-
NN	YORKTOWN RD	WARWICK BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	YORKTOWN RD	I-64	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	YORKTOWN RD	JEFFERSON AVE	CRAWFORD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	YORKTOWN RD	CRAWFORD RD	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	21ST ST	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	21ST ST	COLLEY AVE	LLEWELLYN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	21ST ST	LLEWELLYN ST	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	26TH ST	HAMPTON BLVD	COLLEY AVE	EW	25.1	1.15	8:00	0.08	3.0	0.07	1.23	-	-	-	-	-	-	-
NOR	26TH ST	COLLEY AVE	LLEWELLYN AVE	EW	23.3	1.16	8:45	0.07	4.2	0.08	1.24	-	-	-	-	-	-	-
NOR	26TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	23.3	1.16	8:45	0.07	4.4	0.08	1.24	-	-	-	-	-	-	-
NOR	26TH ST	MONTICELLO AVE	CHURCH ST	EW	25.4	1.18	6:00	0.11	5.9	0.15	1.26	-	-	-	-	-	-	-
NOR	26TH ST	CHURCH ST	27TH ST	EW	30.3	1.05	7:30	-0.03	1.5	0.05	1.10	-	-	-	-	-	-	-
NOR	27TH ST	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	23.5	1.28	7:45	0.18	16.4	0.10	1.37
NOR	27TH ST	COLLEY AVE	LLEWELLYN AVE	EW	-	-	-	-	-	-	-	25.1	1.12	8:45	0.02	7.3	0.11	1.23
NOR	27TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	-	-	-	-	-	-	-	25.1	1.12	8:45	0.02	7.5	0.11	1.23
NOR	27TH ST	MONTICELLO AVE	CHURCH ST	EW	-	-	-	-	-	-	-	22.2	1.22	7:00	0.13	13.3	0.19	1.38
NOR	27TH ST	CHURCH ST	26TH ST	EW	-	-	-	-	-	-	-	28.7	1.11	8:45	0.02	7.1	0.09	1.19
NOR	38TH ST	HAMPTON BLVD	COLLEY AVE	EW	22.4	1.16	8:45	0.08	2.1	0.03	1.19	23.9	1.09	8:30	0.00	1.5	0.05	1.13

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	38TH ST	COLLEY AVE	LLEWELLYN AVE	EW	22.0	1.09	7:00	0.01	2.0	0.03	1.12	22.0	1.13	8:45	0.03	4.0	0.10	1.20
NOR	38TH ST	LLEWELLYN AVE	GRANBY ST	EW	22.0	1.09	7:00	0.01	1.6	0.03	1.12	22.0	1.13	8:45	0.06	1.0	0.10	1.20
NOR	4TH VIEW ST	I-64	OCEAN VIEW AVE	EW	27.2	1.22	8:45	0.15	4.9	0.09	1.24	36.8	1.31	8:00	0.23	10.7	0.23	1.61
NOR	ADMIRAL TAUSSIG BLVD	HAMPTON BLVD	I-564	EW	31.1	1.25	7:00	0.18	5.8	0.30	1.57	28.8	1.23	7:00	0.03	35.5	0.28	1.56
NOR	AZALEA GARDEN RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	24.4	1.15	8:00	0.05	3.4	0.13	1.29	23.4	1.19	8:15	0.09	4.8	0.15	1.38
NOR	AZALEA GARDEN RD	PRINCESS ANNE RD	SEWELLS POINT RD	NS	27.6	1.12	8:45	0.04	2.9	0.05	1.17	25.7	1.20	8:00	0.11	7.7	0.08	1.30
NOR	AZALEA GARDEN RD	SEWELLS POINT RD	ROBIN HOOD RD	NS	27.6	1.12	8:45	0.04	2.0	0.05	1.17	25.7	1.20	8:00	0.10	4.1	0.08	1.30
NOR	AZALEA GARDEN RD	ROBIN HOOD RD	I-64	NS	26.3	1.10	7:00	0.02	1.6	0.05	1.13	24.6	1.26	8:00	0.16	4.9	0.16	1.36
NOR	AZALEA GARDEN RD	I-64	MILITARY HWY	NS	26.3	1.10	7:00	0.02	1.4	0.05	1.13	24.6	1.26	8:00	0.16	4.4	0.16	1.36
NOR	AZALEA GARDEN RD	MILITARY HWY	NORVIEW AVE	NS	31.5	1.08	7:00	0.00	2.2	0.10	1.18	32.0	1.11	8:30	0.02	2.9	0.12	1.22
NOR	AZALEA GARDEN RD	NORVIEW AVE	LITTLE CREEK RD	NS	31.0	1.06	8:15	-0.02	1.6	0.02	1.07	31.4	1.05	8:15	-0.04	1.5	0.08	1.12
NOR	BAINBRIDGE BLVD	SCL NORFOLK	S MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BALLENTINE BLVD	I-264	VA BEACH BLVD	NS	23.6	1.23	8:30	0.13	17.1	0.20	1.44	22.9	1.19	8:00	0.08	8.9	0.18	1.39
NOR	BALLENTINE BLVD	VA BEACH BLVD	PRINCESS ANNE RD	NS	23.7	1.18	7:00	0.07	5.9	0.09	1.27	23.8	1.13	8:30	0.03	3.9	0.13	1.22
NOR	BALLENTINE BLVD	PRINCESS ANNE RD	CHESAPEAKE BLVD	NS	27.1	1.07	8:00	-0.03	1.6	0.04	1.11	26.6	1.09	8:30	0.00	1.8	0.06	1.12
NOR	BAY AVE	FIRST VIEW ST	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAY AVE/OCEAN AVE	I-64	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAYVIEW BLVD	GRANBY ST	TIDEWATER DR	EW	26.4	1.10	6:45	0.03	1.1	0.12	1.23	26.6	1.09	8:15	-0.01	3.3	0.03	1.12
NOR	BAYVIEW BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	26.0	1.15	7:00	0.07	2.5	0.04	1.16	26.1	1.11	8:30	0.00	4.6	0.07	1.18
NOR	BAYVIEW BLVD	CHESAPEAKE BLVD	CAPE VIEW AVE	EW	27.3	1.10	8:45	0.02	0.6	0.03	1.11	26.9	1.07	8:30	-0.04	1.0	0.06	1.09
NOR	BERKLEY AVE	I-464	STATE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE	STATE ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE	MAIN ST	BERKLEY AVE EXT	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE	BERKLEY AVE EXT	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE EXT	BERKLEY AVE/FAUQUIER ST	WILSON RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE EXT	WILSON RD	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BOUSH ST/WATERSIDE DR	ST PAULS BLVD	CITY HALL AVE	NS	26.2	1.11	8:45	-0.06	9.6	0.10	1.22	26.9	1.05	8:30	-0.06	2.1	0.06	1.09
NOR	BOUSH ST	CITY HALL AVE	BUTE STREET	NS	22.4	1.16	8:00	0.08	14.2	0.23	1.39	24.6	1.10	8:15	0.02	4.4	0.08	1.18
NOR	BOUSH ST	BUTE STREET	BRAMBLETON AVE	NS	22.4	1.16	8:00	0.08	14.2	0.23	1.39	24.6	1.10	8:15	0.02	4.4	0.08	1.18
NOR	BOUSH ST	BRAMBLETON AVE	OLNEY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BOUSH ST	OLNEY RD	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	HAMPTON BLVD	COLLEY AVE	EW	28.7	1.32	8:45	0.23	19.6	0.18	1.56	32.3	1.12	8:15	0.03	5.5	0.25	1.39
NOR	BRAMBLETON AVE	COLLEY AVE	BOUSH ST	EW	29.2	1.13	8:45	0.01	11.8	0.14	1.29	26.3	1.32	8:15	0.23	16.9	0.61	2.12
NOR	BRAMBLETON AVE	BOUSH ST	MONTICELLO AVE	EW	22.2	1.26	8:45	0.16	32.9	0.17	1.48	22.0	1.23	8:30	0.15	15.0	0.31	1.56
NOR	BRAMBLETON AVE	MONTICELLO AVE	ST PAULS BLVD	EW	22.2	1.26	8:45	0.16	32.9	0.17	1.48	22.0	1.23	8:30	0.15	15.0	0.31	1.56
NOR	BRAMBLETON AVE	ST PAULS BLVD	CHURCH ST	EW	23.4	1.30	8:00	0.19	18.2	0.16	1.50	22.6	1.31	7:00	0.25	8.7	0.28	1.67
NOR	BRAMBLETON AVE	CHURCH ST	TIDEWATER DR	EW	23.4	1.30	8:00	0.20	23.8	0.16	1.50	22.6	1.31	7:00	0.24	15.6	0.28	1.67
NOR	BRAMBLETON AVE	TIDEWATER DR	PARK AVE	EW	28.4	1.18	8:15	0.05	16.2	0.20	1.41	21.8	1.40	8:00	0.29	24.3	0.36	1.80
NOR	BRAMBLETON AVE	PARK AVE	I-264	EW	28.4	1.18	8:15	0.06	21.0	0.20	1.41	21.8	1.40	8:00	0.30	35.5	0.36	1.80
NOR	CAMPOSTELLA RD	SCL NORFOLK/BERKLEY AVE EXT	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CAMPOSTELLA RD	INDIAN RIVER RD	WILSON RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CAMPOSTELLA RD	WILSON RD	S. END CAMPOSTELLA BRIDGE	NS	32.9	1.12	7:15	0.00	11.2	0.19	1.34	31.0	1.10	5:00	0.02	6.2	0.11	1.16
NOR	CAMPOSTELLA RD	S. END CAMPOSTELLA BRIDGE	KIMBALL TERR	NS	28.0	1.24	8:00	0.12	20.7	0.24	1.52	31.5	1.14	7:30	0.05	9.9	0.13	1.24
NOR	CAMPOSTELLA RD	KIMBALL TERR	I-264	NS	28.0	1.24	8:00	0.12	20.7	0.24	1.52	31.5	1.14	7:30	0.05	9.9	0.13	1.24
NOR	CHESAPEAKE BLVD	LAFAYETTE BLVD	CROMWELL DR	NS	20.4	1.32	8:45	0.24	12.9	0.24	1.61	20.9	1.43	7:00	0.35	22.0	0.23	1.72
NOR	CHESAPEAKE BLVD	CROMWELL DR	ROBIN HOOD RD	NS	28.4	1.06	8:15	-0.01	2.4	0.06	1.13	30.9	1.09	8:30	0.00	3.7	0.09	1.19
NOR	CHESAPEAKE BLVD	ROBIN HOOD RD	HYDE CIR	NS	28.4	1.06	8:15	-0.01	2.4	0.06	1.13	30.9	1.09	8:30	0.00	3.7	0.09	1.19
NOR	CHESAPEAKE BLVD	HYDE CIR	NORVIEW AVE	NS	28.4	1.06	8:15	0.00	2.4	0.06	1.13	30.9	1.09	8:30	0.02	3.7	0.09	1.19
NOR	CHESAPEAKE BLVD	NORVIEW AVE	I-64	NS	35.9	1.11	8:30	0.04	2.2	0.15	1.22	31.2	1.18	8:30	0.11	5.4	0.22	1.44
NOR	CHESAPEAKE BLVD	I-64	JOHNSTONS RD	NS	26.7	1.31	8:00	0.23	10.5	0.10	1.42	31.9	1.15	7:45	0.05	10.3	0.20	1.37

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	CHESAPEAKE BLVD	JOHNSTONS RD	LITTLE CREEK RD	NS	26.7	1.31	8:00	0.23	10.5	0.10	1.42	31.9	1.15	7:45	0.05	10.3	0.20	1.37
NOR	CHESAPEAKE BLVD	LITTLE CREEK RD	SHEPPARD AVE	NS	32.0	1.09	8:45	0.01	2.2	0.06	1.15	30.3	1.12	7:30	0.00	7.3	0.08	1.21
NOR	CHESAPEAKE BLVD	SHEPPARD AVE	BAYVIEW BLVD	NS	32.0	1.09	8:45	0.01	2.2	0.06	1.15	30.3	1.12	7:30	0.00	7.3	0.08	1.21
NOR	CHESAPEAKE BLVD	BAYVIEW BLVD	CHESAPEAKE ST	NS	32.0	1.09	8:45	0.03	1.2	0.06	1.15	30.3	1.12	7:30	0.04	3.0	0.08	1.21
NOR	CHESAPEAKE BLVD	CHESAPEAKE ST	OCEAN VIEW AVE	NS	32.0	1.09	8:45	0.03	0.7	0.06	1.15	30.3	1.12	7:30	0.06	1.2	0.08	1.21
NOR	CHURCH ST	BRAMBLETON AVE	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	PRINCESS ANNE RD	26TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	26TH ST	27TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	27TH ST	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	MONTICELLO AVE	GRANBY ST	NS	27.2	1.14	7:15	0.03	10.6	0.14	1.23	27.0	1.15	8:45	0.08	3.8	0.09	1.26
NOR	CITY HALL AVE	BOUSH ST	GRANBY ST	EW	19.8	1.12	6:45	0.06	0.7	0.14	1.17	19.0	1.37	7:30	0.31	4.9	0.11	1.45
NOR	CITY HALL AVE	GRANBY ST	MONTICELLO AVE	EW	19.8	1.12	6:45	0.06	0.7	0.14	1.17	19.0	1.37	7:30	0.31	4.9	0.11	1.45
NOR	CITY HALL AVE	MONTICELLO AVE	ST PAULS BLVD	EW	19.8	1.12	6:45	0.05	0.7	0.14	1.17	19.0	1.37	7:30	0.29	4.9	0.11	1.45
NOR	COLLEY AVE	BRAMBLETON AVE	OLNEY RD	NS	22.1	1.09	5:15	0.02	4.7	0.09	1.16	20.4	1.17	8:30	0.08	5.9	0.08	1.23
NOR	COLLEY AVE	OLNEY RD	PRINCESS ANNE RD	NS	22.1	1.09	5:15	0.02	2.4	0.09	1.16	20.4	1.17	8:30	0.08	7.2	0.08	1.23
NOR	COLLEY AVE	PRINCESS ANNE RD	21ST ST	NS	21.3	1.08	8:15	0.01	1.9	0.08	1.14	20.8	1.06	8:00	-0.03	2.1	0.08	1.13
NOR	COLLEY AVE	21ST ST	26TH ST	NS	23.7	1.27	8:00	0.18	5.7	0.07	1.32	26.3	1.10	7:45	-0.01	3.5	0.13	1.23
NOR	COLLEY AVE	26TH ST	27TH ST	NS	25.1	1.19	8:00	0.10	5.8	0.07	1.24	21.8	1.24	7:15	0.15	10.7	0.11	1.32
NOR	COLLEY AVE	27TH ST	38TH ST	NS	26.0	1.05	8:45	-0.07	1.5	0.04	1.09	25.2	1.09	8:00	-0.02	2.3	0.04	1.12
NOR	COLLEY AVE	38TH ST	53RD ST	NS	26.0	1.05	8:45	-0.07	1.5	0.04	1.09	25.2	1.09	8:00	-0.02	2.3	0.04	1.12
NOR	CROMWELL DR	TAIT TERRACE DR	CHESAPEAKE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CROMWELL DR	CHESAPEAKE BLVD	TIDEWATER DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	DUKE ST	OLNEY RD	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	CHURCH ST	38TH ST	NS	27.2	1.14	7:15	0.02	10.9	0.14	1.23	27.0	1.15	8:45	0.04	9.1	0.09	1.26
NOR	GRANBY ST	38TH ST	LLEWELLYN AVE	NS	29.2	1.17	8:15	0.06	9.1	0.10	1.24	29.8	1.10	8:45	-0.01	5.0	0.11	1.19
NOR	GRANBY ST	LLEWELLYN AVE	WILLOW WOOD DRIVE	NS	29.2	1.17	8:15	0.06	11.7	0.10	1.24	29.8	1.10	8:45	-0.01	8.6	0.11	1.19
NOR	GRANBY ST	WILLOW WOOD DRIVE	THOLE ST	NS	33.5	1.13	8:00	0.03	7.7	0.09	1.19	33.9	1.15	8:15	0.04	9.8	0.09	1.26
NOR	GRANBY ST	THOLE ST	LITTLE CREEK RD	NS	25.2	1.35	8:00	0.25	26.1	0.15	1.49	26.1	1.26	8:15	0.16	20.3	0.17	1.48
NOR	GRANBY ST	LITTLE CREEK RD	I-564	NS	25.2	1.35	8:00	0.27	16.0	0.15	1.49	26.1	1.26	8:15	0.18	15.4	0.17	1.48
NOR	GRANBY ST	I-564	I-64	NS	32.9	1.16	7:15	0.02	11.3	0.17	1.31	35.9	1.11	8:45	0.03	3.9	0.12	1.21
NOR	GRANBY ST	I-64	BAYVIEW BLVD	NS	34.5	1.16	7:00	0.03	9.4	0.14	1.32	35.1	1.14	7:15	0.04	5.2	0.11	1.24
NOR	GRANBY ST	BAYVIEW BLVD	BAY AVE	NS	31.7	1.13	8:00	0.07	2.4	0.09	1.21	30.0	1.13	6:00	0.07	4.5	0.10	1.24
NOR	GRANBY ST	BAY AVE	TIDEWATER DR	NS	31.7	1.13	8:00	0.07	2.4	0.09	1.21	30.0	1.13	6:00	0.07	4.5	0.10	1.24
NOR	GRANBY ST	TIDEWATER DR	OCEAN VIEW AVE	NS	31.4	1.05	8:00	-0.01	0.6	0.07	1.11	33.1	1.07	8:15	0.00	1.8	0.07	1.15
NOR	HAMPTON BLVD	BRAMBLETON AVE	PRINCESS ANNE RD	NS	28.1	1.16	8:45	0.01	11.6	0.15	1.33	25.6	1.31	7:30	0.19	20.2	0.24	1.58
NOR	HAMPTON BLVD	PRINCESS ANNE RD	21ST ST	NS	28.1	1.16	8:45	0.01	11.6	0.15	1.33	25.6	1.31	7:30	0.19	20.2	0.24	1.58
NOR	HAMPTON BLVD	21ST ST	26TH ST	NS	28.2	1.24	8:45	0.08	19.2	0.40	1.69	30.5	1.18	8:45	0.06	10.9	0.12	1.32
NOR	HAMPTON BLVD	26TH ST	27TH ST	NS	28.2	1.24	8:45	0.08	20.8	0.40	1.69	30.5	1.18	8:45	0.06	9.8	0.12	1.32
NOR	HAMPTON BLVD	27TH ST	38TH ST	NS	25.4	1.33	8:45	0.17	19.1	0.27	1.69	24.4	1.35	8:45	0.23	16.4	0.28	1.72
NOR	HAMPTON BLVD	38TH ST	JAMESTOWN CRESCENT	NS	25.4	1.33	8:45	0.23	15.7	0.27	1.69	24.4	1.35	8:45	0.24	18.7	0.28	1.72
NOR	HAMPTON BLVD	JAMESTOWN CRESCENT	LITTLE CREEK RD	NS	30.3	1.25	7:45	0.13	21.6	0.47	1.75	35.6	1.10	8:45	-0.01	4.4	0.10	1.19
NOR	HAMPTON BLVD	LITTLE CREEK RD	INTERNATIONAL TERMINAL BLVD	NS	30.3	1.25	7:45	0.11	27.9	0.47	1.75	35.6	1.10	8:45	0.01	2.8	0.10	1.19
NOR	HAMPTON BLVD	INTERNATIONAL TERMINAL BLVD	INTERMODAL CONNECTOR	NS	24.1	1.33	6:45	0.21	38.1	0.35	1.79	26.0	1.15	8:45	0.08	8.4	0.08	1.22
NOR	HAMPTON BLVD	INTERMODAL CONNECTOR	ADM TAUSSIG BLVD	NS	24.1	1.33	6:45	0.21	38.1	0.35	1.79	26.0	1.15	8:45	0.08	8.4	0.08	1.22
NOR	INDIAN RIVER RD	MARSH ST	WILSON RD	EW	28.3	1.06	6:45	-0.02	1.3	0.13	1.19	29.1	1.10	8:15	0.01	5.5	0.12	1.19
NOR	INDIAN RIVER RD	WILSON RD	CAMPOSTELLA RD	EW	22.9	1.23	6:00	0.15	5.4	0.13	1.29	25.6	1.25	6:00	0.14	16.7	0.13	1.39
NOR	INDIAN RIVER RD	CAMPOSTELLA RD	CHESAPEAKE CL	EW	34.8	1.09	5:00	0.05	1.5	0.05	1.13	32.9	1.15	8:00	0.07	7.6	0.07	1.20
NOR	INGLESIDE RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	25.9	1.16	8:15	0.08	4.8	0.09	1.26	24.6	1.29	8:00	0.21	8.6	0.17	1.47
NOR	INGLESIDE RD	PRINCESS ANNE RD	TAIT TERRACE DR	NS	27.6	1.09	8:45	0.01	2.8	0.09	1.18	28.3	1.10	8:45	0.01	2.9	0.13	1.23

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	INTERNATIONAL TERMINAL BLVD	HAMPTON BLVD	I-564	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	JAMESTOWN CRESCENT	53RD ST	HAMPTON BLVD	NS	26.0	1.05	8:45	-0.04	0.8	0.04	1.09	25.2	1.09	8:00	0.00	1.2	0.04	1.12
NOR	JOHNSTONS RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	JOHNSTONS RD	CHESAPEAKE BLVD	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	JOHNSTONS RD/HALPRIN LN	MILITARY HWY	LITTLE CREEK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	KEMPSVILLE RD	NEWTOWN RD	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	KEMPSVILLE RD	VA BEACH BLVD	NORTHAMPTON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LAFAYETTE BLVD	27TH ST	TIDEWATER DR	EW	30.3	1.05	7:30	-0.03	1.3	0.05	1.10	28.7	1.11	8:45	0.02	5.8	0.09	1.19
NOR	LAFAYETTE BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	23.8	1.17	8:00	0.08	5.9	0.08	1.24	24.8	1.17	8:00	0.07	7.5	0.11	1.26
NOR	LIBERTY ST	STATE ST	SOUTH MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LIBERTY ST	SOUTH MAIN ST	NCL CHESAPEAKE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	HAMPTON BLVD	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	GRANBY ST	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	I-64	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	TIDEWATER DR	SEWELLS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	CHESAPEAKE BLVD	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	MILITARY HWY	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	AZALEA GARDEN RD	SHORE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	26.3	1.22	7:15	0.14	3.3	0.02	1.24	27.7	1.23	7:00	0.16	3.5	0.01	1.24
NOR	LLEWELLYN AVE	PRINCESS ANNE RD	21ST ST	NS	26.9	1.11	8:00	0.04	0.7	0.08	1.20	26.9	1.11	8:15	0.02	4.0	0.01	1.12
NOR	LLEWELLYN AVE	21ST ST	26TH ST	NS	22.0	1.27	8:30	0.20	2.2	0.02	1.29	22.8	1.14	8:45	0.05	2.5	0.05	1.14
NOR	LLEWELLYN AVE	26TH ST	27TH ST	NS	22.1	1.22	8:30	0.14	2.3	0.01	1.23	22.4	1.25	8:00	0.15	5.3	0.03	1.28
NOR	LLEWELLYN AVE	27TH ST	35TH ST	NS	28.0	1.07	8:45	-0.01	0.3	0.01	1.08	25.0	1.04	8:45	-0.06	0.8	0.02	1.05
NOR	LLEWELLYN AVE	35TH ST	38TH ST	NS	28.0	1.07	8:45	-0.01	0.3	0.01	1.08	25.0	1.04	8:45	-0.06	0.8	0.02	1.05
NOR	LLEWELLYN AVE	38TH ST	DELAWARE AVE	NS	31.5	1.01	8:45	-0.07	0.2	0.02	1.04	28.9	1.11	8:45	-0.03	4.5	0.09	1.19
NOR	LLEWELLYN AVE	DELAWARE AVE	GRANBY ST	NS	-	-	-	-	-	-	-	28.9	1.11	8:45	0.01	4.4	0.09	1.19
NOR	MIDTOWN TUNNEL	PORTSMOUTH CL	BRAMBLETON AVE	NS	18.7	2.39	8:00	1.11	95.5	0.51	3.44	38.3	1.09	7:15	-0.16	5.4	0.15	1.26
NOR	MILITARY HWY	VA BEACH CL	I-264	NS	41.2	1.08	7:45	-0.08	8.1	0.18	1.27	36.9	1.16	8:30	0.11	7.0	0.18	1.38
NOR	MILITARY HWY	I-264	VA BEACH BLVD	NS	38.9	1.08	8:00	-0.04	5.6	0.32	1.41	37.3	1.15	8:30	0.05	7.3	0.22	1.38
NOR	MILITARY HWY	VA BEACH BLVD	LOWERY RD	NS	26.8	1.25	7:45	0.16	11.9	0.35	1.69	32.4	1.09	8:45	0.00	6.0	0.22	1.34
NOR	MILITARY HWY	LOWERY RD	PRIN ANNE RD/NORTHAMPTON BLVI	NS	26.8	1.25	7:45	0.11	11.9	0.35	1.69	32.4	1.09	8:45	-0.06	6.0	0.22	1.34
NOR	MILITARY HWY	PRIN ANNE RD/NORTHAMPTON BLVI	I-64	NS	32.9	1.16	7:45	0.02	10.5	0.22	1.39	27.8	1.30	8:00	0.15	21.9	0.29	1.64
NOR	MILITARY HWY	I-64	AZALEA GARDEN RD	NS	31.3	1.18	7:45	0.11	3.4	0.20	1.41	28.5	1.33	8:30	0.27	5.3	0.19	1.58
NOR	MILITARY HWY	AZALEA GARDEN RD	NORVIEW AVE	NS	31.9	1.16	7:45	0.06	5.6	0.16	1.34	32.9	1.16	8:45	0.06	6.7	0.13	1.28
NOR	MILITARY HWY	NORVIEW AVE	JOHNSTONS RD	NS	36.4	1.07	8:30	-0.02	2.1	0.05	1.12	35.7	1.12	7:45	0.01	4.8	0.10	1.22
NOR	MILITARY HWY	JOHNSTONS RD	LITTLE CREEK RD	NS	35.0	1.12	7:15	0.04	3.5	0.07	1.17	36.1	1.11	7:45	0.00	4.6	0.14	1.26
NOR	MONTICELLO AVE	CITY HALL AVE	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	BRAMBLETON AVE	ST PAULS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	ST PAULS BLVD	VA BEACH BLVD	NS	21.6	1.44	8:15	0.33	26.7	0.22	1.76	21.2	1.26	5:15	0.18	16.5	0.37	1.73
NOR	MONTICELLO AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	21.6	1.44	8:15	0.33	26.5	0.22	1.76	21.2	1.26	5:15	0.19	14.9	0.37	1.73
NOR	MONTICELLO AVE	PRINCESS ANNE RD	21ST ST	NS	24.4	1.23	8:45	0.12	17.3	0.16	1.42	25.4	1.22	6:00	0.14	11.4	0.22	1.49
NOR	MONTICELLO AVE	21ST ST	26TH ST	NS	20.7	1.37	7:00	0.27	17.3	0.20	1.48	27.0	1.11	7:15	0.01	5.0	0.10	1.16
NOR	MONTICELLO AVE	26TH ST	27TH ST	NS	20.7	1.37	7:00	0.27	17.3	0.20	1.48	27.0	1.11	7:15	0.01	5.0	0.10	1.16
NOR	MONTICELLO AVE	27TH ST	CHURCH ST	NS	20.7	1.37	7:00	0.27	17.3	0.20	1.48	27.0	1.11	7:15	0.01	5.0	0.10	1.16
NOR	NEWTOWN RD	KEMPSVILLE RD	I-264	NS	26.3	1.23	8:30	0.12	13.1	0.30	1.60	24.9	1.28	8:00	0.14	22.5	0.23	1.57
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NS	23.5	1.40	8:00	0.27	24.9	0.29	1.72	27.7	1.26	8:45	0.13	18.9	0.35	1.71
NOR	NEWTOWN RD	VA BEACH BLVD	VA BEACH CL	NS	30.2	1.16	8:15	0.04	9.5	0.09	1.25	26.4	1.29	8:00	0.12	24.5	0.26	1.59
NOR	NORTHAMPTON BLVD	MILITARY HWY	KEMPSVILLE RD	EW	29.1	1.29	8:00	0.20	13.6	0.41	1.81	30.2	1.21	8:00	0.12	12.6	0.20	1.42
NOR	NORTHAMPTON BLVD	KEMPSVILLE RD	I-64	EW	29.1	1.29	8:00	0.22	10.6	0.41	1.81	30.2	1.21	8:00	0.10	17.4	0.20	1.42

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL	EW	23.7	1.65	8:15	0.52	93.7	0.43	2.36	21.2	1.77	8:00	0.61	94.6	0.88	3.14
NOR	NORVIEW AVE	TIDEWATER DR	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	CHESAPEAKE BLVD	I-64	EW	35.1	1.09	8:30	0.00	4.3	0.17	1.28	31.0	1.17	8:15	0.09	6.2	0.21	1.42
NOR	NORVIEW AVE	I-64	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	MILITARY HWY	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	AZALEA GARDEN RD	NORFOLK INT AIRPORT	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	OCEAN VIEW AVE	4TH VIEW ST	TIDEWATER DR	EW	27.4	1.13	8:30	0.06	2.1	0.11	1.18	28.7	1.08	8:15	0.01	2.4	0.08	1.15
NOR	OCEAN VIEW AVE	TIDEWATER DR	GRANBY ST	EW	27.4	1.13	8:30	0.06	2.1	0.11	1.18	28.7	1.08	8:15	0.01	2.4	0.08	1.15
NOR	OCEAN VIEW AVE	GRANBY ST	CHESAPEAKE BLVD	EW	31.9	1.03	5:15	-0.02	0.9	0.06	1.09	33.8	1.04	8:15	-0.04	1.4	0.08	1.11
NOR	OCEAN VIEW AVE	CHESAPEAKE BLVD	21ST BAY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	OLNEY RD	COLLEY AVE	DUKE ST/VA BEACH BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PARK AVE	BRAMBLETON AVE	VA BEACH BLVD	EW	22.9	1.09	7:00	0.00	4.2	0.02	1.10	21.8	1.19	8:00	0.10	5.4	0.08	1.26
NOR	PARK AVE	VA BEACH BLVD	PRINCESS ANNE RD	EW	21.6	1.20	6:45	0.12	5.6	0.04	1.24	22.9	1.15	8:00	0.06	5.0	0.04	1.19
NOR	PRINCESS ANNE RD	HAMPTON BLVD	COLLEY AVE	EW	16.9	1.07	7:15	-0.01	1.9	0.06	1.13	16.1	1.18	8:00	0.10	4.6	0.08	1.27
NOR	PRINCESS ANNE RD	COLLEY AVE	LLEWELLYN AVE	EW	20.4	1.17	7:15	0.09	3.9	0.09	1.27	17.5	1.43	8:00	0.34	9.0	0.11	1.57
NOR	PRINCESS ANNE RD	LLEWELLYN AVE	MONTICELLO AVE	EW	18.7	1.18	6:00	0.10	4.6	0.12	1.28	17.8	1.36	8:15	0.25	11.2	0.16	1.55
NOR	PRINCESS ANNE RD	MONTICELLO AVE	CHURCH ST	EW	23.3	1.07	7:30	-0.02	1.6	0.09	1.15	22.6	1.20	8:15	0.10	4.4	0.10	1.29
NOR	PRINCESS ANNE RD	CHURCH ST	TIDEWATER DR	EW	23.3	1.07	7:30	-0.01	2.0	0.09	1.15	22.6	1.20	8:15	0.11	6.6	0.10	1.29
NOR	PRINCESS ANNE RD	TIDEWATER DR	MAY AVE	EW	24.7	1.13	8:30	0.04	4.5	0.11	1.21	24.1	1.20	8:00	0.10	7.7	0.10	1.31
NOR	PRINCESS ANNE RD	MAY AVE	PARK AVE	EW	24.7	1.13	8:30	0.04	4.5	0.11	1.21	24.1	1.20	8:00	0.10	7.7	0.10	1.31
NOR	PRINCESS ANNE RD	PARK AVE	BALLENTINE BLVD	EW	29.3	1.09	8:30	0.02	2.3	0.06	1.15	30.1	1.11	8:15	0.02	3.9	0.07	1.18
NOR	PRINCESS ANNE RD	BALLENTINE BLVD	INGLESIDE RD	EW	25.7	1.21	8:15	0.11	9.0	0.11	1.31	25.3	1.23	8:30	0.12	10.7	0.20	1.48
NOR	PRINCESS ANNE RD	INGLESIDE RD	AZALEA GARDEN RD	EW	28.7	1.13	8:00	0.03	6.0	0.15	1.28	30.7	1.08	8:45	-0.03	4.0	0.09	1.17
NOR	PRINCESS ANNE RD	AZALEA GARDEN RD	SEWELLS POINT RD	EW	28.7	1.13	8:00	0.03	6.4	0.15	1.28	30.7	1.08	8:45	-0.02	3.7	0.09	1.17
NOR	PRINCESS ANNE RD	SEWELLS POINT RD	MILITARY HWY	EW	28.7	1.13	8:00	0.03	6.4	0.15	1.28	30.7	1.08	8:45	-0.02	3.7	0.09	1.17
NOR	ROBIN HOOD RD	CHESAPEAKE BLVD	SEWELLS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ROBIN HOOD RD	SEWELLS POINT RD	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ROBIN HOOD RD	AZALEA GARDEN RD	ELLSMERE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ROBIN HOOD RD	ELLSMERE AVE	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	PRINCESS ANNE RD	AZALEA GARDEN RD	NS	26.9	1.11	8:30	-0.02	4.5	0.08	1.20	23.9	1.08	6:15	0.02	0.9	0.06	1.14
NOR	SEWELLS POINT RD	AZALEA GARDEN RD	ROBIN HOOD RD	NS	26.9	1.11	8:30	0.02	4.5	0.08	1.20	23.9	1.08	6:15	0.03	0.9	0.06	1.14
NOR	SEWELLS POINT RD	ROBIN HOOD RD	CHESAPEAKE BLVD	NS	30.3	1.09	8:15	0.01	3.1	0.10	1.20	32.6	1.07	7:00	0.02	0.9	0.06	1.13
NOR	SEWELLS POINT RD	CHESAPEAKE BLVD	PARTRIDGE ST	NS	26.0	1.08	8:30	-0.01	1.2	0.10	1.18	24.4	1.15	8:45	0.06	2.9	0.03	1.19
NOR	SEWELLS POINT RD	PARTRIDGE ST	PHILPOTTS RD	NS	26.0	1.08	8:30	-0.01	1.2	0.10	1.18	24.4	1.15	8:45	0.06	2.9	0.03	1.19
NOR	SEWELLS POINT RD	PHILPOTTS RD	I-64	NS	28.5	1.07	8:45	-0.01	1.4	0.05	1.13	27.2	1.03	8:30	-0.05	0.4	0.10	1.13
NOR	SEWELLS POINT RD	I-64	LITTLE CREEK RD	NS	28.5	1.07	8:45	-0.01	1.4	0.05	1.13	27.2	1.03	8:30	-0.05	0.4	0.10	1.13
NOR	SHORE DRIVE	21ST BAY ST	LITTLE CREEK RD	EW	31.6	1.14	6:45	0.03	8.7	0.21	1.38	33.6	1.10	8:30	0.02	3.3	0.13	1.24
NOR	SHORE DRIVE	LITTLE CREEK RD	VA BEACH CL	EW	40.5	1.06	8:45	-0.06	3.3	0.11	1.15	40.0	1.08	7:15	-0.01	2.5	0.14	1.23
NOR	SOUTH MAIN ST	I-464	BAINBRIDGE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SOUTH MAIN ST	BAINBRIDGE BLVD	LIBERTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SOUTH MAIN ST	LIBERTY ST	BERKLEY AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ST PAULS BLVD	WATERSIDE DR	CITY HALL AVE	NS	26.2	1.13	6:00	0.06	2.4	0.33	1.47	20.1	1.29	8:30	0.18	19.6	0.18	1.45
NOR	ST PAULS BLVD	CITY HALL AVE	I-264 RAMP/MACARTHUR MALL	NS	23.9	1.15	8:15	0.01	13.5	0.47	1.69	21.4	1.28	5:30	0.20	25.1	0.49	1.90
NOR	ST PAULS BLVD	I-264 RAMP/MACARTHUR MALL	BRAMBLETON AVE	NS	22.4	1.34	8:45	0.21	33.8	0.39	1.87	23.4	1.35	5:15	0.28	24.6	0.53	1.97
NOR	ST PAULS BLVD	BRAMBLETON AVE	MONTICELLO AVE	NS	21.6	1.44	8:15	0.36	25.5	0.22	1.76	21.2	1.26	5:15	0.20	14.8	0.37	1.73
NOR	STATE ST	LIBERTY ST	BERKLEY AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	STATE ST	BERKLEY AVE	I-464 RAMP	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	THOLE ST	GRANBY ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	CITY HALL AVE	BRAMBLETON AVE	NS	33.6	1.16	8:00	0.08	5.7	0.15	1.31	32.4	1.14	8:00	0.06	6.4	0.11	1.27
NOR	TIDEWATER DR	BRAMBLETON AVE	VA BEACH BLVD	NS	24.4	1.33	8:00	0.23	22.7	0.23	1.60	28.4	1.20	8:00	0.10	18.8	0.13	1.32

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	TIDEWATER DR	VA BEACH BLVD	PRINCESS ANNE RD	NS	26.6	1.28	8:15	0.20	16.8	0.21	1.52	27.9	1.22	8:15	0.12	19.7	0.18	1.44
NOR	TIDEWATER DR	PRINCESS ANNE RD	LAFAYETTE BLVD	NS	33.0	1.10	8:00	-0.01	3.8	0.08	1.17	33.6	1.09	8:30	-0.05	4.6	0.08	1.18
NOR	TIDEWATER DR	LAFAYETTE BLVD	CROMWELL DR	NS	28.5	1.19	8:15	0.10	5.7	0.13	1.32	31.3	1.12	8:15	-0.01	5.0	0.16	1.30
NOR	TIDEWATER DR	CROMWELL DR	NORVIEW AVE	NS	30.1	1.20	8:00	0.06	12.3	0.18	1.37	29.8	1.18	8:30	0.04	10.2	0.18	1.38
NOR	TIDEWATER DR	NORVIEW AVE	THOLE ST	NS	36.8	1.09	8:00	-0.03	5.2	0.09	1.16	38.2	1.06	8:15	-0.07	4.0	0.11	1.18
NOR	TIDEWATER DR	THOLE ST	I-64	NS	35.6	1.07	8:00	-0.05	3.0	0.11	1.17	31.7	1.17	8:45	0.04	12.2	0.14	1.29
NOR	TIDEWATER DR	I-64	LITTLE CREEK RD	NS	31.9	1.08	5:15	0.01	3.0	0.13	1.18	26.4	1.10	8:30	-0.01	5.5	0.14	1.20
NOR	TIDEWATER DR	LITTLE CREEK RD	BAYVIEW BLVD	NS	36.1	1.08	8:30	0.03	1.8	0.04	1.12	37.9	1.07	7:45	0.00	3.3	0.06	1.13
NOR	TIDEWATER DR	BAYVIEW BLVD	GRANBY ST	NS	38.8	1.06	8:30	0.01	1.4	0.05	1.11	38.4	1.07	7:45	0.02	1.5	0.08	1.15
NOR	TIDEWATER DR	GRANBY ST	OCEAN VIEW AVE	NS	34.6	1.11	8:00	0.06	2.5	0.15	1.27	37.7	1.09	8:45	0.05	1.1	0.04	1.11
NOR	VA BEACH BLVD	OLNEY RD	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	GRANBY ST	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	MONTICELLO AVE	CHURCH ST	EW	24.8	1.17	8:15	0.09	4.5	0.10	1.27	23.9	1.21	7:00	0.13	7.5	0.10	1.33
NOR	VA BEACH BLVD	CHURCH ST	TIDEWATER DR	EW	24.8	1.17	8:15	0.09	4.5	0.10	1.27	23.9	1.21	7:00	0.13	7.5	0.10	1.33
NOR	VA BEACH BLVD	TIDEWATER DR	PARK AVE	EW	29.6	1.11	8:15	0.02	2.5	0.09	1.21	27.9	1.18	8:30	0.09	6.0	0.14	1.27
NOR	VA BEACH BLVD	PARK AVE	BALLENTINE BLVD	EW	30.7	1.11	8:15	0.03	3.1	0.06	1.15	31.2	1.09	7:45	0.01	2.8	0.07	1.16
NOR	VA BEACH BLVD	BALLENTINE BLVD	INGLESIDE RD	EW	27.8	1.19	7:45	0.10	11.3	0.27	1.50	27.8	1.22	8:15	0.13	11.7	0.25	1.51
NOR	VA BEACH BLVD	INGLESIDE RD	AZALEA GARDEN RD	EW	30.1	1.23	8:00	0.14	11.6	0.23	1.51	31.7	1.14	8:30	0.05	7.7	0.25	1.40
NOR	VA BEACH BLVD	AZALEA GARDEN RD	JETT ST	EW	33.1	1.12	8:15	0.04	4.9	0.16	1.30	33.9	1.09	8:45	0.01	4.3	0.13	1.17
NOR	VA BEACH BLVD	JETT ST	MILITARY HWY	EW	33.1	1.12	8:15	0.04	4.9	0.16	1.30	33.9	1.09	8:45	0.01	4.3	0.13	1.17
NOR	VA BEACH BLVD	MILITARY HWY	GLENROCK RD	EW	31.3	1.14	8:30	0.06	3.9	0.15	1.31	34.3	1.06	8:30	-0.02	2.6	0.12	1.17
NOR	VA BEACH BLVD	GLENROCK RD	KEMPSVILLE RD	EW	31.3	1.14	8:30	0.05	3.9	0.15	1.31	34.3	1.06	8:30	-0.04	2.6	0.12	1.17
NOR	VA BEACH BLVD	KEMPSVILLE RD	NEWTOWN RD	EW	31.3	1.14	8:30	0.05	4.8	0.15	1.31	34.3	1.06	8:30	-0.05	3.1	0.12	1.17
NOR	WESLEYAN DR	NORTHAMPTON BLVD	NCL VA BEACH	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WILLOW WOOD DR	GRANBY ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WILSON RD	BERKLEY AVE/CHESAPEAKE CL	INDIAN RIVER RD	EW	20.3	1.14	7:15	0.05	3.3	0.15	1.31	23.1	1.08	8:45	-0.03	1.8	0.09	1.15
NOR	WILSON RD	INDIAN RIVER RD	CAMPOSTELLA RD	EW	20.3	1.14	7:15	0.07	3.3	0.15	1.31	23.1	1.08	8:45	-0.01	1.8	0.09	1.15
POQ	EAST YORKTOWN RD	YORK CL	HUNT'S NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	EAST YORKTOWN RD	HUNT'S NECK RD	POQUOSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	LITTLE FLORIDA RD	WYTHE CREEK RD	POQUOSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	POQUOSON AVE	WYTHE CREEK RD	LITTLE FLORIDA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	VICTORY BLVD	YORK CL	WYTHE CREEK RD	EW	40.8	1.10	8:15	0.04	1.5	0.06	1.15	37.6	1.22	8:00	0.14	3.9	0.11	1.33
POQ	WYTHE CREEK RD	HAMPTON CL	ALPHUS ST	NS	35.6	1.07	8:45	-0.01	0.7	0.05	1.12	35.8	1.09	8:30	-0.04	4.0	0.03	1.12
POQ	WYTHE CREEK RD	ALPHUS ST	LITTLE FLORIDA RD	NS	35.6	1.07	8:45	0.01	0.7	0.05	1.12	35.8	1.09	8:30	0.00	4.0	0.03	1.12
POQ	WYTHE CREEK RD	LITTLE FLORIDA RD	HUDGINS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	WYTHE CREEK RD	HUDGINS RD	POQUOSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	CHESAPEAKE CL	GREENWOOD DR	EW	38.9	1.06	8:00	-0.04	1.3	0.10	1.15	37.4	1.05	8:00	-0.01	0.4	0.06	1.10
PORT	AIRLINE BLVD	GREENWOOD DR	ELMHURST LN	EW	28.5	1.08	8:15	0.00	1.5	0.11	1.18	27.8	1.08	6:00	0.00	1.8	0.07	1.13
PORT	AIRLINE BLVD	ELMHURST LN	.55 MI E ELMHURST LN	EW	28.5	1.08	8:15	-0.01	1.2	0.11	1.18	27.8	1.08	6:00	0.02	1.0	0.07	1.13
PORT	AIRLINE BLVD	.55 MI E ELMHURST LN	VICTORY BLVD	EW	28.5	1.08	8:15	0.01	1.2	0.11	1.18	27.8	1.08	6:00	0.02	1.0	0.07	1.13
PORT	AIRLINE BLVD	VICTORY BLVD	PORTSMOUTH BLVD	EW	28.5	1.08	8:15	0.01	1.4	0.11	1.18	27.8	1.08	6:00	0.02	1.3	0.07	1.13
PORT	AIRLINE BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	28.9	1.10	8:30	0.03	2.2	0.07	1.15	30.3	1.06	8:45	-0.01	0.9	0.08	1.13
PORT	AIRLINE BLVD	FREDERICK BLVD	HIGH ST	EW	29.0	1.14	8:00	0.06	5.2	0.12	1.27	24.6	1.22	8:45	0.13	7.3	0.11	1.35
PORT	CAVALIER BLVD	CHESAPEAKE CL	GREENWOOD DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CEDAR LN	HIGH ST	W NORFOLK RD	NS	32.7	1.07	7:00	-0.04	2.2	0.05	1.12	30.9	1.15	8:00	0.04	3.6	0.07	1.21
PORT	CEDAR LN	W NORFOLK RD	WESTERN FREEWAY	NS	32.7	1.07	7:00	-0.03	3.3	0.05	1.12	30.9	1.15	8:00	0.03	6.8	0.07	1.21
PORT	CEDAR LN	WESTERN FREEWAY	S PERIMETER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	CHESAPEAKE CL	W NORFOLK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	W NORFOLK RD	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	TYRE NECK RD	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
PORT	COAST GUARD BLVD	CEDAR LN	COAST GUARD BASE GATE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COUNTY ST	CONSTITUTION AVE	PENINSULA AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COUNTY ST	PENINSULA AVE	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COUNTY ST	ELM AVE	EFFINGHAM ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	PAVILION DR	COUNTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	COUNTY ST	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	HIGH ST	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	LONDON BLVD	CRAWFORD PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD PKWY	EFFINGHAM ST	CRAWFORD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST	CRAWFORD PKWY	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST	LONDON BLVD	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST	HIGH ST	COUNTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST/BART ST	COUNTY ST	COURT ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	VICTORY BLVD	GREENWOOD DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	GREENWOOD DR	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	FREDERICK BLVD	DES MOINES AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DES MOINES AVE	DEEP CREEK BLVD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GEORGE WASHINGTON HWY	FREDERICK BLVD	ELM AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GEORGE WASHINGTON HWY	ELM AVE	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	PORTSMOUTH BLVD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	I-264	SOUTH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	SOUTH ST	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	HIGH ST	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	LONDON BLVD	NORTH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	NORTH ST	CRAWFORD PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	CRAWFORD PKWY	NAVAL MEDICAL CENTER	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELM AVE	LONDON BLVD	HIGH ST	NS	21.4	1.17	7:45	0.10	4.9	0.15	1.31	20.1	1.15	5:00	0.09	3.1	0.06	1.16
PORT	ELM AVE	HIGH ST	COUNTY ST	NS	21.4	1.17	7:45	0.11	6.5	0.15	1.31	20.1	1.15	5:00	0.09	6.6	0.06	1.16
PORT	ELM AVE	COUNTY ST	SOUTH ST	NS	21.4	1.17	7:45	0.11	6.6	0.15	1.31	20.1	1.15	5:00	0.09	7.1	0.06	1.16
PORT	ELM AVE	SOUTH ST	I-264	NS	25.5	1.06	7:00	-0.01	0.7	0.08	1.13	25.0	1.04	5:00	-0.02	0.9	0.07	1.08
PORT	ELM AVE	I-264	PORTSMOUTH BLVD	NS	25.5	1.06	7:00	-0.01	0.7	0.08	1.13	25.0	1.04	5:00	-0.02	0.9	0.07	1.08
PORT	ELM AVE	PORTSMOUTH BLVD	EFFINGHAM ST	NS	27.5	1.05	7:00	-0.01	0.7	0.09	1.14	24.5	1.22	6:00	0.17	1.5	0.05	1.25
PORT	ELM AVE	EFFINGHAM ST	VICTORY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELM AVE	VICTORY BLVD	BURTONS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELM AVE	BURTONS POINT RD	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELMHURST LN	GARWOOD AVE	AIRLINE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELMHURST LN	AIRLINE BLVD	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	FREDERICK BLVD	GEORGE WASHINGTON HWY	PORTSMOUTH BLVD	NS	34.0	1.09	8:15	0.02	1.3	0.15	1.25	33.2	1.10	8:30	0.03	2.4	0.11	1.20
PORT	FREDERICK BLVD	PORTSMOUTH BLVD	DEEP CREEK BLVD	NS	31.7	1.10	8:15	0.03	1.8	0.20	1.30	32.1	1.09	8:45	0.02	2.6	0.13	1.21
PORT	FREDERICK BLVD	DEEP CREEK BLVD	I-264	NS	31.7	1.10	8:15	0.02	3.0	0.20	1.30	32.1	1.09	8:45	0.01	2.9	0.13	1.21
PORT	FREDERICK BLVD	I-264	TURNPIKE RD	NS	27.0	1.18	8:45	0.06	12.5	0.20	1.41	27.4	1.13	8:30	0.00	9.8	0.21	1.34
PORT	FREDERICK BLVD	TURNPIKE RD	AIRLINE BLVD	NS	27.0	1.18	8:45	0.08	9.0	0.20	1.41	27.4	1.13	8:30	0.01	7.1	0.21	1.34
PORT	FREDERICK BLVD	AIRLINE BLVD	HIGH ST	NS	33.3	1.08	8:15	-0.01	1.8	0.12	1.21	32.9	1.09	8:00	0.00	3.9	0.08	1.16
PORT	GARWOOD AVE	GREENWOOD DR	ELMHURST LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GEORGE WASHINGTON HWY	CHESAPEAKE CL	VICTORY BLVD	NS	31.3	1.12	7:15	0.00	7.6	0.11	1.24	30.8	1.11	6:45	0.03	3.4	0.18	1.30
PORT	GEORGE WASHINGTON HWY	VICTORY BLVD	DAVIS ST	NS	32.5	1.04	8:45	-0.05	1.8	0.08	1.12	30.8	1.07	8:00	-0.02	1.6	0.07	1.13
PORT	GEORGE WASHINGTON HWY	DAVIS ST	GREENWOOD DR	NS	32.5	1.04	8:45	-0.06	2.6	0.08	1.12	30.8	1.07	8:00	-0.03	2.4	0.07	1.13
PORT	GEORGE WASHINGTON HWY	GREENWOOD DR	FREDERICK BLVD	NS	32.5	1.04	8:45	-0.07	2.8	0.08	1.12	30.8	1.07	8:00	-0.03	2.4	0.07	1.13
PORT	GREENWOOD DR	AIRLINE BLVD	I-264	EW	28.1	1.16	7:15	0.06	8.6	0.17	1.33	28.5	1.19	5:30	0.14	5.5	0.18	1.37

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
PORT	GREENWOOD DR	I-264	CAVALIER BLVD	EW	32.7	1.10	8:00	0.01	3.5	0.13	1.24	34.3	1.06	8:00	-0.01	1.5	0.06	1.12
PORT	GREENWOOD DR	CAVALIER BLVD	VICTORY BLVD	EW	32.4	1.05	7:45	-0.02	0.9	0.06	1.10	32.2	1.05	8:45	-0.01	1.0	0.04	1.09
PORT	GREENWOOD DR	VICTORY BLVD	INDEPENDENCE ST	EW	28.5	1.05	7:00	-0.02	0.4	0.10	1.16	27.0	1.07	8:15	0.00	0.4	0.03	1.08
PORT	GREENWOOD DR	INDEPENDENCE ST	DEEP CREEK BLVD	EW	28.5	1.05	7:00	-0.02	0.4	0.10	1.16	27.0	1.07	8:15	0.00	0.5	0.03	1.08
PORT	GREENWOOD DR	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	28.5	1.05	7:00	-0.02	0.3	0.10	1.16	27.0	1.07	8:15	0.00	0.3	0.03	1.08
PORT	HARBOR ST	TURNPIKE RD	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	TYRE NECK RD	CHURCHLAND BLVD	EW	30.3	1.13	8:00	0.04	2.9	0.07	1.19	31.3	1.12	8:45	0.04	3.6	0.07	1.19
PORT	HIGH ST	CHURCHLAND BLVD	CEDAR LA	EW	30.3	1.13	8:00	0.04	3.7	0.07	1.19	31.3	1.12	8:45	0.03	5.0	0.07	1.19
PORT	HIGH ST	CEDAR LA	FREDERICK BLVD	EW	32.9	1.09	8:00	-0.01	3.3	0.08	1.16	33.3	1.08	8:15	-0.03	4.2	0.12	1.21
PORT	HIGH ST	FREDERICK BLVD	AIRLINE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	AIRLINE BLVD	MT VERNON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	MT VERNON AVE	M L K FWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	M L K FWY	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	ELM AVE	EFFINGHAM ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	EFFINGHAM ST	CRAWFORD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON BLVD	HIGH ST	MT VERNON AVE	EW	29.0	1.14	8:00	0.05	7.0	0.12	1.27	24.6	1.22	8:45	0.13	7.5	0.11	1.35
PORT	LONDON BLVD	MT VERNON AVE	M L K FWY	EW	36.6	1.09	8:00	0.02	4.1	0.14	1.24	34.2	1.14	8:00	0.07	3.1	0.18	1.32
PORT	LONDON BLVD	M L K FWY	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON BLVD	ELM AVE	EFFINGHAM ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON ST	EFFINGHAM ST	CRAWFORD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	NORFOLK CL	NS	18.7	2.39	8:00	1.11	95.5	0.51	3.44	38.3	1.09	7:15	-0.16	5.4	0.15	1.26
PORT	PORTCENTRE PKWY	PORTSMOUTH BLVD	CRAWFORD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	CHESAPEAKE CL	ELMHURST LN	EW	32.5	1.08	8:45	-0.02	2.1	0.09	1.16	34.0	1.06	8:00	-0.03	2.1	0.10	1.16
PORT	PORTSMOUTH BLVD	ELMHURST LN	VICTORY BLVD	EW	33.3	1.06	8:00	-0.04	2.6	0.08	1.12	33.0	1.08	7:45	-0.01	2.2	0.08	1.14
PORT	PORTSMOUTH BLVD	VICTORY BLVD	AIRLINE BLVD	EW	26.0	1.22	6:45	0.12	8.8	0.20	1.46	31.4	1.11	6:45	0.04	2.0	0.17	1.30
PORT	PORTSMOUTH BLVD	AIRLINE BLVD	TURNPIKE RD	EW	32.5	1.10	8:45	0.01	4.0	0.07	1.15	30.6	1.10	8:30	0.02	2.0	0.12	1.24
PORT	PORTSMOUTH BLVD	TURNPIKE RD	I-264	EW	32.5	1.10	8:45	0.03	3.1	0.07	1.15	30.6	1.10	8:30	0.04	1.6	0.12	1.24
PORT	PORTSMOUTH BLVD	I-264	DEEP CREEK BLVD	EW	33.9	1.05	8:15	-0.01	1.0	0.07	1.11	32.9	1.06	5:45	0.01	0.8	0.04	1.09
PORT	PORTSMOUTH BLVD	DEEP CREEK BLVD	FREDERICK BLVD	EW	28.4	1.16	7:45	0.09	2.4	0.22	1.41	29.0	1.10	6:30	0.05	0.7	0.07	1.18
PORT	PORTSMOUTH BLVD	FREDERICK BLVD	ELM AVE	EW	32.5	1.01	6:15	-0.06	0.2	0.05	1.06	26.4	1.17	6:45	0.11	1.1	0.05	1.20
PORT	PORTSMOUTH BLVD	ELM AVE	EFFINGHAM ST	EW	25.2	1.10	8:15	0.03	3.4	0.09	1.16	22.7	1.23	7:00	0.18	1.5	0.07	1.27
PORT	PORTSMOUTH BLVD	EFFINGHAM ST	PORTCENTRE PKWY	EW	24.9	1.05	7:15	-0.04	1.2	0.07	1.12	25.2	1.14	7:00	0.05	1.9	0.03	1.16
PORT	TOWN POINT RD	SUFFOLK CL	TWIN PINES RD	EW	28.3	1.09	8:00	0.00	2.6	0.07	1.15	27.5	1.09	8:00	0.00	1.1	0.07	1.15
PORT	TOWN POINT RD	TWIN PINES RD	WESTERN FREEWAY	EW	28.2	1.20	8:45	0.09	15.6	0.13	1.27	29.3	1.27	8:00	0.19	3.7	0.08	1.31
PORT	TOWN POINT RD	WESTERN FREEWAY	CHESAPEAKE CL	EW	25.3	1.19	8:15	0.08	7.4	0.16	1.29	27.4	1.15	8:30	0.06	3.6	0.18	1.36
PORT	TURNPIKE RD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TURNPIKE RD	FREDERICK BLVD	HOWARD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TURNPIKE RD	HOWARD ST	HARBOR DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TURNPIKE RD	HARBOR DR	COUNTY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TWIN PINES RD	TOWN POINT RD	HEDGEROW LN	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TYRE NECK RD	CHESAPEAKE CL	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TYRE NECK RD	HIGH ST	CHURCHLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TYRE NECK RD	CHURCHLAND BLVD	WEST NORFOLK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	VICTORY BLVD	PORTSMOUTH BLVD	AIRLINE BLVD	EW	24.3	1.12	5:00	0.05	2.1	0.08	1.14	28.2	1.07	8:45	-0.01	0.8	0.12	1.20
PORT	VICTORY BLVD	AIRLINE BLVD	I-264	EW	24.4	1.17	7:15	0.09	7.2	0.30	1.52	28.1	1.18	8:30	0.10	3.9	0.25	1.48
PORT	VICTORY BLVD	I-264	GREENWOOD DR	EW	29.7	1.15	8:00	0.05	5.2	0.19	1.37	29.5	1.21	8:45	0.11	5.9	0.19	1.39
PORT	VICTORY BLVD	GREENWOOD DR	DEEP CREEK BLVD	EW	30.7	1.11	8:00	0.03	3.9	0.14	1.25	32.8	1.07	8:30	0.00	1.4	0.09	1.16
PORT	VICTORY BLVD	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	30.7	1.11	8:00	0.03	4.2	0.14	1.25	32.8	1.07	8:30	-0.01	1.2	0.09	1.16
PORT	VICTORY BLVD	GEORGE WASHINGTON HWY	AFTON PKWY	EW	35.4	1.04	7:00	-0.09	1.2	0.05	1.08	35.6	1.04	5:45	-0.01	0.3	0.06	1.09
PORT	VICTORY BLVD	AFTON PKWY	ELM AVE	EW	35.4	1.04	7:00	-0.07	0.9	0.05	1.08	35.6	1.04	5:45	-0.01	0.2	0.06	1.09

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
PORT	W NORFOLK RD	CHURCHLAND BLVD	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	W NORFOLK RD	TYRE NECK RD	CEDAR LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	W NORFOLK RD	CEDAR LN	WESTERN FWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	WESTERN BRANCH BLVD	CHESAPEAKE CL	TYRE NECK RD	EW	30.3	1.13	8:00	0.03	3.5	0.07	1.19	31.3	1.12	8:45	0.02	3.7	0.07	1.19
SH	BUS ROUTE 58	ROUTE 35	ECL COURTLAND	EW	38.7	1.01	8:45	-0.08	0.1	0.07	1.08	39.2	1.02	7:30	-0.06	0.2	0.03	1.05
SH	BUS ROUTE 58	ECL COURTLAND	ROUTE 58	EW	38.7	1.01	8:45	-0.03	0.1	0.07	1.08	39.2	1.02	7:30	-0.01	0.2	0.03	1.05
SH	BUSINESS ROUTE 58 (CAMP PKWY	ROUTE 58	DELAWARE RD (RTE 687)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	BUSINESS ROUTE 58 (CAMP PKWY	DELAWARE RD (RTE 687)	FRANKLIN CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	NC STATE LINE	SCL BOYKINS	NS	43.1	1.07	6:45	0.04	0.2	0.02	1.07	46.8	1.03	8:30	0.00	0.1	0.02	1.04
SH	ROUTE 35	SCL BOYKINS	ROUTE 1324	NS	43.1	1.07	6:45	0.04	0.2	0.02	1.07	46.8	1.03	8:30	0.00	0.1	0.02	1.04
SH	ROUTE 35	ROUTE 1324	ROUTE 186	NS	43.1	1.07	6:45	0.01	0.2	0.02	1.07	46.8	1.03	8:30	-0.03	0.1	0.02	1.04
SH	ROUTE 35	ROUTE 186	NCL BOYKINS	NS	31.4	1.15	8:30	0.09	1.5	0.03	1.16	29.7	1.08	8:00	0.02	0.6	0.03	1.11
SH	ROUTE 35	NCL BOYKINS	ROUTE 671	NS	31.4	1.15	8:30	0.11	1.5	0.03	1.16	29.7	1.08	8:00	0.04	0.6	0.03	1.11
SH	ROUTE 35	ROUTE 671	GRAYS SHOP RD (RTE 673)	NS	32.7	1.59	6:45	0.57	1.4	0.11	1.68	43.6	1.19	6:30	0.17	0.4	0.10	1.30
SH	ROUTE 35	GRAYS SHOP RD (RTE 673)	ROUTE 58	NS	50.2	1.03	8:45	0.01	0.0	0.03	1.04	50.0	1.04	6:45	0.02	0.1	0.02	1.05
SH	ROUTE 35/BUS ROUTE 58	ROUTE 58	WCL COURTLAND	EW	40.4	1.03	8:45	-0.01	0.2	0.04	1.07	42.1	1.03	7:30	-0.02	0.2	0.03	1.06
SH	ROUTE 35/BUS ROUTE 58	WCL COURTLAND	BUS RTE 58	EW	40.4	1.03	8:45	-0.03	0.2	0.04	1.07	42.1	1.03	7:30	-0.04	0.2	0.03	1.06
SH	ROUTE 35	BUS RTE 58	NCL COURTLAND	NS	49.7	1.02	6:00	-0.04	0.1	0.02	1.03	49.5	1.03	6:00	-0.03	0.1	0.03	1.04
SH	ROUTE 35	NCL COURTLAND	IVOR RD (RTE 616)	NS	49.7	1.02	6:00	-0.02	0.1	0.02	1.03	49.5	1.03	6:00	0.00	0.1	0.03	1.04
SH	ROUTE 35	IVOR RD (RTE 616)	CARYS BRIDGE RD (RTE 653)	NS	49.7	1.02	6:00	-0.02	0.0	0.02	1.03	49.5	1.03	6:00	0.00	0.1	0.03	1.04
SH	ROUTE 35	CARYS BRIDGE RD (RTE 653)	SUSSEX CL	NS	51.2	1.02	6:15	-0.01	0.0	0.04	1.04	51.0	1.02	6:00	-0.01	0.0	0.04	1.04
SH	ROUTE 58	GREENSVILLE CL	ADAMS GROVE RD (RTE 615)	EW	62.4	1.01	5:15	-0.03	0.1	0.03	1.04	63.3	1.00	8:45	-0.05	0.0	0.03	1.02
SH	ROUTE 58	ADAMS GROVE RD (RTE 615)	DREWRY RD (RTE 659)	EW	62.4	1.01	5:15	-0.02	0.1	0.03	1.04	63.3	1.00	8:45	-0.05	0.0	0.03	1.02
SH	ROUTE 58	DREWRY RD (RTE 659)	PINOPOLIS RD (ROUTE 653)	EW	63.1	1.01	7:45	-0.04	0.1	0.03	1.04	63.2	1.00	6:00	-0.04	0.0	0.03	1.03
SH	ROUTE 58	PINOPOLIS RD (ROUTE 653)	ROUTE 35	EW	61.5	1.03	8:15	-0.02	0.1	0.05	1.07	61.8	1.02	8:00	-0.03	0.1	0.04	1.05
SH	ROUTE 58	ROUTE 35	BUS RTE 58 W	EW	59.1	1.04	7:45	-0.02	0.5	0.07	1.11	60.9	1.01	8:00	-0.05	0.1	0.05	1.06
SH	ROUTE 58	BUS RTE 58 W	CAMP PKWY (BUS RTE 58 E)	EW	52.9	1.06	8:00	0.00	0.9	0.14	1.18	52.1	1.09	8:15	0.02	1.7	0.16	1.25
SH	ROUTE 58	CAMP PKWY (BUS RTE 58 E)	ARMORY DR (RTE 671)	EW	62.1	1.00	5:00	-0.05	0.0	0.04	1.03	62.5	1.00	5:45	-0.04	0.0	0.04	1.04
SH	ROUTE 58	ARMORY DR (RTE 671)	ROUTE 258	EW	62.2	1.01	5:00	-0.04	0.0	0.04	1.04	62.5	1.01	5:30	-0.03	0.1	0.04	1.04
SH	ROUTE 58	ROUTE 258	PRETLOW RD (RTE 714)	EW	62.9	1.02	5:00	-0.02	0.3	0.04	1.05	62.9	1.01	5:30	-0.02	0.1	0.04	1.04
SH	ROUTE 58	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	62.9	1.00	8:30	-0.05	0.0	0.03	1.03	63.0	1.02	5:30	-0.02	0.2	0.04	1.05
SH	ROUTE 186	NC STATE LINE	WCL BRANCHVILLE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	WCL BRANCHVILLE	JOYNER RD (RTE 701)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	JOYNER RD (RTE 701)	ECL BRANCHVILLE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	ECL BRANCHVILLE	WCL BOYKINS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	WCL BOYKINS	ROUTE 35	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 189	ROUTE 258	PRETLOW RD (RTE 714)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 189	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 258	NC STATE LINE	ROUTE 189	EW	59.2	1.02	7:30	-0.02	0.1	0.03	1.04	58.1	1.03	6:00	0.01	0.1	0.03	1.06
SH	ROUTE 258	ROUTE 189	DOGWOOD BEND RD (RTE 684)	EW	55.0	1.03	7:15	-0.01	0.1	0.04	1.05	52.9	1.02	6:00	0.00	0.0	0.03	1.05
SH	ROUTE 258	DOGWOOD BEND RD (RTE 684)	ROUTE 58	EW	55.0	1.03	7:15	-0.01	0.1	0.04	1.05	52.9	1.02	6:00	0.00	0.0	0.03	1.05
SH	ROUTE 460	SUSSEX CL	WCL IVOR	EW	55.3	1.00	6:45	-0.03	0.0	0.05	1.05	55.3	1.01	6:30	-0.03	0.1	0.05	1.06
SH	ROUTE 460	WCL IVOR	ROUTE 616 (IVOR RD)	EW	55.3	1.00	6:45	-0.03	0.0	0.05	1.05	55.3	1.01	6:30	-0.03	0.1	0.05	1.06
SH	ROUTE 460	ROUTE 616 (IVOR RD)	ECL IVOR	EW	56.1	1.02	7:15	-0.01	0.3	0.05	1.07	55.6	1.01	5:00	-0.01	0.0	0.06	1.07
SH	ROUTE 460	ECL IVOR	ISLE OF WIGHT CL	EW	56.1	1.02	7:15	-0.01	0.3	0.05	1.07	55.6	1.01	5:00	-0.01	0.0	0.06	1.07
SH	ROUTE 616	ROUTE 35	SAINT LUKES RD (RTE 633)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	SAINT LUKES RD (RTE 633)	SEACOCK RD (RTE 614)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	SEACOCK RD (RTE 614)	MILLFIELD RD (RTE 605)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	MILLFIELD RD (RTE 605)	SCL IVOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	SCL IVOR	ROUTE 460	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
SH	ROUTE 671	ROUTE 35	CROSS KEYS RD (RTE 665)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	CROSS KEYS RD (RTE 665)	WCL NEWSOMS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	WCL NEWSOMS	GRAYS SHOP RD (RTE 673)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	GRAYS SHOP RD (RTE 673)	ECL NEWSOMS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	ECL NEWSOMS	SUNBEAM RD (RTE 680)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	SUNBEAM RD (RTE 680)	DELAWARE RD (RTE 687)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	DELAWARE RD (RTE 687)	ROUTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BENNETTS PASTURE RD	NANSEMOND PKWY	KINGS HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BENNETTS PASTURE RD	KINGS HWY	BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	ISLE OF WIGHT CL	E. END CHUCKATUCK BRIDGE	EW	47.6	1.09	8:00	0.01	1.3	0.12	1.20	46.9	1.09	8:00	-0.02	2.3	0.10	1.17
SUF	BRIDGE RD	E. END CHUCKATUCK BRIDGE	CRITTENDEN RD	EW	47.6	1.09	8:00	0.04	1.3	0.12	1.20	46.9	1.09	8:00	0.02	2.3	0.10	1.17
SUF	BRIDGE RD	CRITTENDEN RD	N. END NANSEMOND RIVER	EW	50.0	1.06	8:00	0.01	0.9	0.08	1.13	52.3	1.05	7:15	-0.04	2.0	0.07	1.12
SUF	BRIDGE RD	N. END NANSEMOND RIVER	S. END NANSEMOND RIVER	EW	50.0	1.06	8:00	-0.02	0.9	0.08	1.13	52.3	1.05	7:15	-0.12	2.0	0.07	1.12
SUF	BRIDGE RD	S. END NANSEMOND RIVER	BENNETTS PASTURE RD	EW	50.0	1.06	8:00	0.01	0.9	0.08	1.13	52.3	1.05	7:15	-0.04	2.0	0.07	1.12
SUF	BRIDGE RD	BENNETTS PASTURE RD	SHOULDERS HILL RD	EW	43.8	1.12	8:00	0.06	2.6	0.15	1.29	46.9	1.07	8:00	-0.04	4.2	0.12	1.19
SUF	BRIDGE RD	SHOULDERS HILL RD	HARBOUR VIEW BLVD	EW	42.1	1.10	7:45	0.02	3.4	0.11	1.21	39.8	1.13	8:00	-0.01	10.0	0.13	1.28
SUF	BRIDGE RD	HARBOUR VIEW BLVD	WESTERN FWY	EW	42.1	1.10	7:45	-0.01	4.5	0.11	1.21	39.8	1.13	8:00	0.04	5.7	0.13	1.28
SUF	BRIDGE RD	WESTERN FWY	I-664	EW	42.1	1.10	7:45	0.06	1.1	0.11	1.21	42.9	1.10	8:00	0.01	4.0	0.09	1.18
SUF	BRIDGE RD	I-664	COLLEGE DR	EW	33.4	1.14	8:30	0.07	3.7	0.14	1.30	31.8	1.10	7:00	0.05	4.1	0.12	1.21
SUF	BRIDGE RD	COLLEGE DR	CHESAPEAKE CL	EW	33.4	1.14	8:30	0.07	3.7	0.14	1.30	31.8	1.10	7:00	0.04	4.1	0.12	1.21
SUF	BUCKHORN DR	ROUTE 58	INDIAN TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BUCKHORN DR	INDIAN TRAIL	ISLE OF WIGHT CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	NC STATE LINE	RTE 642	NS	51.7	1.01	7:15	-0.05	0.0	0.08	1.05	50.7	1.04	6:15	0.02	0.1	0.04	1.06
SUF	CAROLINA RD	RTE 642	RTE 675	NS	51.7	1.01	7:15	-0.06	0.0	0.08	1.05	50.7	1.04	6:15	0.02	0.1	0.04	1.06
SUF	CAROLINA RD	RTE 675	BABBTOWN RD (RTE 759)	NS	51.7	1.01	7:15	-0.06	0.0	0.08	1.05	50.7	1.04	6:15	0.02	0.1	0.04	1.06
SUF	CAROLINA RD	BABBTOWN RD (RTE 759)	WHALEYVILLE BLVD	NS	51.7	1.01	7:15	-0.06	0.0	0.08	1.05	50.7	1.04	6:15	0.02	0.1	0.04	1.06
SUF	CAROLINA RD	WHALEYVILLE BLVD	TURLINGTON RD	NS	50.2	1.12	7:00	0.05	3.4	0.27	1.42	46.7	1.13	7:45	0.09	1.3	0.33	1.51
SUF	CAROLINA RD	TURLINGTON RD	SW SUFFOLK BYPASS	NS	48.9	1.12	7:00	0.05	3.5	0.26	1.40	47.4	1.08	8:45	0.03	0.6	0.14	1.22
SUF	CAROLINA RD	SW SUFFOLK BYPASS	FAYETTE ST	NS	38.2	1.13	8:30	0.05	2.0	0.08	1.19	37.6	1.12	8:30	0.06	1.1	0.09	1.20
SUF	COLLEGE DR	BRIDGE RD	WESTERN FREEWAY	NS	32.2	1.12	8:45	0.04	4.1	0.14	1.24	23.8	1.23	8:00	0.16	9.3	0.08	1.31
SUF	COLLEGE DR	WESTERN FREEWAY	HAMPTON ROADS PKWY	NS	37.6	1.12	8:45	0.04	4.0	0.14	1.27	39.5	1.09	8:00	0.01	2.5	0.08	1.18
SUF	COLLEGE DR	HAMPTON ROADS PKWY	I-664	NS	37.8	1.09	7:45	-0.01	4.1	0.11	1.20	37.2	1.09	8:15	0.02	1.7	0.11	1.19
SUF	COLLEGE DR	I-664	HARBOUR VIEW BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CONSTANCE RD	HOLLAND RD	PITCHKETTLE RD	EW	34.1	1.06	5:45	0.00	0.7	0.07	1.12	33.6	1.07	8:15	-0.01	0.8	0.07	1.15
SUF	CONSTANCE RD	PITCHKETTLE RD	MAIN ST	EW	30.0	1.07	8:30	-0.02	0.9	0.09	1.16	29.8	1.07	8:45	0.00	1.1	0.06	1.14
SUF	CONSTANCE RD	MAIN ST	WILROY RD	EW	35.5	1.04	8:30	-0.04	0.9	0.09	1.12	33.1	1.06	8:45	-0.04	1.7	0.08	1.14
SUF	COPELAND RD	ROUTE 58	WHALEYVILLE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COPELAND RD	WHALEYVILLE BLVD	CAROLINA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CRITTENDEN RD	KINGS HWY	BRIDGE RD (RTE 17)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	EVERETTS RD	LAKE PRINCE DR (RTE 604)	MOORE FARM LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	EVERETTS RD	MOORE FARM LN	GODWIN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	FINNEY AVE	N MAIN ST	PINNER ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	PRUDEN BLVD	SUFFOLK BYPASS	NS	35.4	1.10	8:00	0.01	3.5	0.10	1.20	30.8	1.10	8:45	0.01	3.8	0.09	1.20
SUF	GODWIN BLVD	SUFFOLK BYPASS	KINGS FORK RD	NS	35.8	1.17	8:00	0.08	8.1	0.13	1.32	35.8	1.13	8:15	0.04	6.3	0.14	1.27
SUF	GODWIN BLVD	KINGS FORK ROAD	1.36 MI N OF KINGS FORK RD	NS	49.6	1.02	8:00	-0.03	0.2	0.05	1.06	49.6	1.00	8:15	-0.04	0.0	0.03	1.03
SUF	GODWIN BLVD	1.36 MILES N OF KINGS FORK RD	EVERETS RD	NS	49.6	1.02	8:00	-0.06	0.2	0.05	1.06	49.6	1.00	8:15	-0.08	0.0	0.03	1.03
SUF	GODWIN BLVD	EVERETS RD	KINGS HWY	NS	38.9	1.08	8:30	0.00	1.6	0.10	1.17	39.7	1.06	8:00	-0.02	1.3	0.11	1.15
SUF	GODWIN BLVD	KINGS HWY	ISLE OF WIGHT CL	NS	49.2	1.01	5:00	-0.01	0.0	0.05	1.04	49.1	1.02	5:45	-0.07	0.4	0.03	1.04
SUF	HAMPTON ROADS PKWY	HARBOUR VIEW BLVD	COLLEGE DR	EW	32.7	1.10	6:45	0.03	2.5	0.03	1.12	33.0	1.09	8:45	0.02	2.2	0.08	1.16
SUF	HAMPTON ROADS PKWY	COLLEGE DR	PORTSMOUTH CL	EW	28.3	1.09	8:00	0.02	2.0	0.07	1.15	27.5	1.09	8:00	0.02	1.1	0.07	1.15

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
SUF	HARBOUR VIEW BLVD	BRIDGE RD	HAMPTON ROADS PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	HARBOUR VIEW BLVD	HAMPTON ROADS PKWY	COLLEGE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	HOLLAND RD (BUS RTE 58)	SUFFOLK BYPASS	CONSTANCE RD	EW	34.1	1.06	5:45	0.00	1.0	0.07	1.12	33.6	1.07	8:15	0.00	0.7	0.07	1.15
SUF	HOLLAND RD (BUS RTE 58)	RURITAN BLVD	HOLLAND RD (RTE 58)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS FORK RD	PITCHKETTLE RD	PRUDEN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS FORK RD	PRUDEN BLVD	GODWIN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS HWY	GODWIN BLVD	CRITTENDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS HWY	BENNETTS PASTURE RD	NANSEMOND PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	LAKE PRINCE DR (RTE 604)	ROUTE 460 (PRUDEN BLVD)	ROUTE 603 (EVERETTS RD)	NS	39.3	1.02	7:45	-0.01	0.1	0.01	1.03	39.7	1.01	7:30	-0.03	0.0	0.03	1.03
SUF	MAIN ST	FAYETTE ST	WASHINGTON ST	NS	38.2	1.13	8:30	0.04	2.3	0.08	1.19	37.6	1.12	8:30	0.04	1.3	0.09	1.20
SUF	MAIN ST	WASHINGTON ST	MARKET ST	NS	25.3	1.07	7:30	-0.05	3.4	0.11	1.19	23.9	1.09	6:00	0.01	1.7	0.10	1.14
SUF	MAIN ST	MARKET ST	CONSTANCE RD	NS	25.3	1.07	7:30	-0.03	3.4	0.11	1.19	23.9	1.09	6:00	0.01	1.7	0.10	1.14
SUF	MAIN ST	CONSTANCE RD	PRUDEN BLVD/GODWIN BLVD	NS	31.6	1.05	8:45	-0.06	1.9	0.11	1.16	31.5	1.05	8:45	-0.06	1.4	0.10	1.14
SUF	MARKET ST	WASHINGTON ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	WILROY RD	BENNETTS PASTURE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	BENNETTS PASTURE RD	KINGS HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	KINGS HWY	SHOULDERS HILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	SHOULDERS HILL RD	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PINNER ST	WASHINGTON ST	BANK ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PINNER ST	BANK ST	FINNEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PINNER ST	FINNEY AVE	CONSTANCE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PITCHKETTLE RD	CONSTANCE RD	SUFFOLK BYPASS	NS	39.1	1.04	5:45	0.02	0.1	0.03	1.06	38.4	1.04	8:15	0.00	0.3	0.05	1.08
SUF	PITCHKETTLE RD	SUFFOLK BYPASS	KINGS FORK RD	NS	46.0	1.03	6:45	0.00	0.1	0.03	1.04	44.4	1.08	8:15	0.05	0.2	0.04	1.09
SUF	PORTSMOUTH BLVD	WILROY RD	WASHINGTON ST	EW	41.9	1.10	8:00	0.02	3.0	0.15	1.26	40.8	1.08	8:45	-0.01	1.6	0.09	1.17
SUF	PORTSMOUTH BLVD	WASHINGTON ST	SUFFOLK BYPASS	EW	52.1	1.06	8:00	-0.02	1.7	0.06	1.10	49.9	1.05	8:45	-0.01	1.5	0.07	1.12
SUF	PROVIDENCE RD (RTE 604)	KINGS FORK RD	ROUTE 460 (PRUDEN BLVD)	NS	34.4	1.08	8:30	0.05	0.1	0.06	1.12	36.7	1.06	7:15	0.04	0.2	0.01	1.08
SUF	PRUDEN BLVD	ISLE OF WIGHT CL	LAKE PRINCE DR	EW	49.7	1.03	8:45	-0.02	0.7	0.06	1.09	50.8	1.02	6:45	-0.03	0.2	0.06	1.09
SUF	PRUDEN BLVD	LAKE PRINCE DR	KINGS FORK RD	EW	39.5	1.19	8:00	0.11	5.2	0.25	1.48	40.8	1.18	8:00	0.13	2.9	0.19	1.39
SUF	PRUDEN BLVD	KINGS FORK RD	SUFFOLK BYPASS	EW	37.0	1.17	8:00	0.07	4.0	0.19	1.39	38.5	1.17	8:00	0.11	3.1	0.16	1.36
SUF	PRUDEN BLVD	SUFFOLK BYPASS	GODWIN BLVD	EW	37.6	1.07	8:15	0.02	1.2	0.11	1.19	39.4	1.07	7:30	0.04	0.9	0.13	1.22
SUF	PUGHSVILLE RD	SHOULDERS HILL RD	TOWN POINT RD	EW	34.9	1.07	8:00	0.00	1.1	0.06	1.12	34.7	1.04	7:00	-0.02	0.3	0.04	1.08
SUF	PUGHSVILLE RD	TOWN POINT RD	CHESAPEAKE CL	EW	34.9	1.07	8:00	-0.03	1.7	0.06	1.12	34.7	1.04	7:00	-0.03	0.4	0.04	1.08
SUF	ROUTE 58	SOUTHAMPTON CL	RTE 189/258	EW	62.9	1.00	8:30	-0.05	0.0	0.03	1.03	63.0	1.02	5:30	-0.02	0.2	0.04	1.05
SUF	ROUTE 58	RTE 189/258	RTE 272 (S. QUAY RD)	EW	62.3	1.01	8:30	-0.05	0.1	0.04	1.05	62.9	1.02	5:15	-0.01	0.2	0.04	1.05
SUF	ROUTE 58	RTE 272	S. QUAY RD (ROUTE 189)	EW	61.6	1.01	8:15	-0.04	0.2	0.05	1.05	62.4	1.01	8:30	-0.05	0.1	0.04	1.05
SUF	ROUTE 58 (HOLLAND BYPASS)	S. QUAY RD (ROUTE 189)	BUS RTE 58 (HOLLAND RD)	EW	59.8	1.02	7:30	-0.05	0.5	0.05	1.06	60.1	1.02	8:45	-0.04	0.2	0.04	1.05
SUF	ROUTE 58 (HOLLAND RD)	BUS RTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	EW	53.2	1.07	7:30	-0.01	1.9	0.12	1.20	56.2	1.04	8:00	-0.03	0.8	0.07	1.12
SUF	ROUTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	RTE 643 (MANNING BRIDGE RD)	EW	53.2	1.07	7:30	-0.02	2.1	0.12	1.20	56.2	1.04	8:00	-0.02	0.8	0.07	1.12
SUF	ROUTE 58 (HOLLAND RD)	RTE. 643 (MANNING BRIDGE RD)	COVE POINT DR	EW	53.2	1.07	7:30	-0.05	2.6	0.12	1.20	56.2	1.04	8:00	-0.04	1.1	0.07	1.12
SUF	ROUTE 58 (HOLLAND RD)	COVE POINT DR	SUFFOLK BYPASS	EW	39.0	1.17	8:00	0.06	9.0	0.17	1.35	38.2	1.18	7:45	0.06	6.6	0.20	1.39
SUF	ROUTE 189 (IN HOLLAND)	RTE 58 (SOUTH OF HOLLAND)	BUS RTE 58 (RURITAN BLVD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 189	SOUTHAMPTON CL	RTE 272	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 189	RTE 272	RTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 258	RTE 58	ISLE OF WIGHT CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 272	ROUTE 189	ROUTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 616	ROUTE 58	WHALEYVILLE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 616	WHALEYVILLE BLVD	CAROLINA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	RURITAN BLVD (BUS RTE 58)	ISLE OF WIGHT CL	RTE 189 (HOLLAND RD BUS)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	SHOULDERS HILL RD	NANSEMOND PKWY	PUGHSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	SHOULDERS HILL RD	PUGHSVILLE RD	BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
SUF	TOWN POINT RD	PUGHSVILLE RD	BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WASHINGTON ST	W CONSTANCE RD	SARATOGA ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WASHINGTON ST	SARATOGA ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WASHINGTON ST	MAIN ST	PINNER ST	EW	36.0	1.11	6:45	0.02	2.1	0.12	1.25	32.5	1.08	8:45	-0.02	1.2	0.06	1.13
SUF	WASHINGTON ST	PINNER ST	PORTSMOUTH BLVD	EW	36.0	1.11	6:45	0.01	3.4	0.12	1.25	32.5	1.08	8:45	-0.03	1.3	0.06	1.13
SUF	WHALEYVILLE BLVD	NC STATE LINE	RTE 616 (MINERAL SPRING RD)	NS	55.5	1.03	8:45	-0.01	0.2	0.03	1.05	54.2	1.02	8:00	-0.01	0.1	0.03	1.06
SUF	WHALEYVILLE BLVD	RTE 616 (MINERAL SPRING RD)	RTE 677 (GREAT FORK RD)	NS	55.5	1.03	8:45	-0.01	0.3	0.03	1.05	54.2	1.02	8:00	-0.01	0.1	0.03	1.06
SUF	WHALEYVILLE BLVD	RTE 677 (GREAT FORK RD)	RTE 675 (CYPRESS CHAPEL RD)	NS	55.5	1.03	8:45	-0.02	0.4	0.03	1.05	54.2	1.02	8:00	-0.01	0.1	0.03	1.06
SUF	WHALEYVILLE BLVD	RTE 675 (CYPRESS CHAPEL RD)	RTE 759 (BABBTOWN RD)	NS	55.5	1.03	8:45	-0.02	0.5	0.03	1.05	54.2	1.02	8:00	-0.01	0.1	0.03	1.06
SUF	WHALEYVILLE BLVD	RTE 759 (BABBTOWN RD)	RTE 32 (CAROLINA RD)	NS	55.5	1.03	8:45	-0.03	0.5	0.03	1.05	54.2	1.02	8:00	-0.02	0.1	0.03	1.06
SUF	WILROY RD	CONSTANCE RD	SUFFOLK BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WILROY RD	SUFFOLK BYPASS	NANSEMOND PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 10	PRINCE GEORGE CL	ROUTE 40	EW	49.9	1.00	7:30	-0.03	0.0	0.02	1.01	50.0	1.00	6:15	-0.03	0.0	0.01	1.00
SUR	ROUTE 10	ROUTE 40	ROUTE 31 (SOUTH)	EW	49.5	1.01	7:30	-0.02	0.0	0.06	1.02	50.2	1.00	5:00	-0.02	0.0	0.03	1.00
SUR	ROUTES 10/31	ROUTE 31 (SOUTH)	ROUTE 31 (NORTH)	NS	36.3	1.03	8:30	-0.05	0.4	0.05	1.07	36.0	1.06	6:15	-0.01	0.5	0.05	1.10
SUR	ROUTE 10	ROUTE 31 (NORTH)	ROUTE 617	EW	49.5	1.01	5:00	-0.02	0.1	0.02	1.02	49.5	1.01	7:30	-0.04	0.0	0.04	1.05
SUR	ROUTE 10	ROUTE 617	ISLE OF WIGHT CL	EW	49.5	1.01	5:00	-0.02	0.1	0.02	1.02	49.5	1.01	7:30	-0.03	0.0	0.04	1.05
SUR	ROUTE 31	SUSSEX CL	ROUTE 630	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 31	ROUTE 630	ROUTE 10 (SOUTH)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 31	ROUTE 10 (NORTH)	JAMESTOWN-SCOTLAND FERRY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 40	SUSSEX CL	ROUTE 615	NS	49.1	1.04	8:00	0.01	0.1	0.02	1.05	49.3	1.03	7:00	0.01	0.1	0.04	1.05
SUR	ROUTE 40	ROUTE 615	ROUTE 10	NS	49.2	1.04	7:45	0.02	0.0	0.03	1.04	50.0	1.02	5:00	0.00	0.0	0.02	1.02
VB	21ST ST	PARKS AVE	PACIFIC AVE	EW	23.8	1.14	8:30	0.05	6.7	0.26	1.41	-	-	-	-	-	-	-
VB	21ST ST	PACIFIC AVE	ATLANTIC AVE	EW	23.8	1.14	8:30	0.07	0.9	0.26	1.41	-	-	-	-	-	-	-
VB	22ND ST	PARKS AVE	PACIFIC AVE	EW	-	-	-	-	-	-	-	28.9	1.38	8:45	0.30	18.4	0.28	1.67
VB	22ND ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	28.9	1.38	8:45	0.31	1.9	0.28	1.67
VB	30TH ST	LASKIN RD	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	30TH ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ATLANTIC AVE	83RD ST	PACIFIC AVE	NS	34.2	1.05	8:15	-0.05	1.8	0.03	1.07	33.4	1.02	8:45	-0.07	0.1	0.03	1.05
VB	ATLANTIC AVE	PACIFIC AVE	LASKIN RD	NS	18.6	1.24	6:00	0.18	0.8	0.14	1.35	18.1	1.16	6:30	0.11	0.5	0.14	1.20
VB	ATLANTIC AVE	LASKIN RD	22ND ST	NS	19.1	1.05	6:15	-0.01	0.2	0.06	1.08	17.1	1.17	5:00	0.11	0.9	0.07	1.18
VB	ATLANTIC AVE	22ND ST	21ST ST	NS	20.1	1.09	6:00	0.04	0.6	0.08	1.12	20.4	1.08	7:15	0.02	0.6	0.09	1.17
VB	ATLANTIC AVE	21ST ST	VA BEACH BLVD	NS	20.1	1.09	6:45	0.04	0.5	0.12	1.17	20.6	1.07	8:30	0.01	0.5	0.09	1.16
VB	ATLANTIC AVE	VA BEACH BLVD	5TH ST	NS	19.0	1.05	8:00	-0.03	1.5	0.06	1.11	21.2	1.04	8:00	-0.04	0.8	0.07	1.10
VB	BAXTER RD	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	28.6	1.22	8:00	0.08	14.9	0.09	1.31	27.4	1.24	6:00	0.18	7.3	0.08	1.31
VB	BIRDNECK RD	GENERAL BOOTH BLVD	NORFOLK AVE	NS	33.1	1.14	8:30	0.09	3.0	0.08	1.20	34.7	1.12	8:00	0.06	3.5	0.07	1.16
VB	BIRDNECK RD	NORFOLK AVE	VA BEACH BLVD	NS	33.1	1.14	8:30	0.06	3.0	0.08	1.20	34.7	1.12	8:00	0.04	3.5	0.07	1.16
VB	BIRDNECK RD	VA BEACH BLVD	I-264	NS	31.5	1.11	8:45	0.00	7.0	0.19	1.29	31.8	1.16	8:15	0.06	8.7	0.16	1.35
VB	BIRDNECK RD	I-264	LASKIN RD	NS	27.7	1.16	8:30	0.06	6.8	0.07	1.23	31.3	1.14	6:00	0.06	5.7	0.09	1.20
VB	BLACKWATER RD	PUNGO FERRY RD	CHESAPEAKE CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	BONNEY RD	INDEPENDENCE BLVD	ROSEMONT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	CHESAPEAKE CL	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	LYNNHAVEN PKWY	KEMPSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	KEMPSVILLE RD	JAKE SEARS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	JAKE SEARS RD	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CHESAPEAKE BAY BRIDGE-TUNNE	SHORE DR	TOLL PLAZA	NS	33.0	1.15	8:30	0.10	2.8	0.19	1.37	55.4	1.03	8:30	-0.01	0.2	0.04	1.07
VB	CHESAPEAKE BAY BRIDGE-TUNNE	TOLL PLAZA	NCL VA BEACH	NS	53.7	1.05	5:15	0.02	0.3	0.05	1.09	56.3	1.03	5:00	0.01	0.1	0.11	1.15
VB	COLUMBUS ST	INDEPENDENCE BLVD	CONSTITUTION DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CONSTITUTION DR	BONNEY RD	COLUMBUS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CONSTITUTION DR	COLUMBUS ST	VIRGINIA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	DAM NECK RD	SALEM RD	VA BEACH AMPHITHEATER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DAM NECK RD	VA BEACH AMPHITHEATER	PRINCESS ANNE RD	EW	31.6	1.25	8:45	0.17	11.0	0.17	1.41	37.3	1.16	5:30	0.13	1.5	0.08	1.20
VB	DAM NECK RD	PRINCESS ANNE RD	ROSEMONT RD	EW	30.5	1.31	7:45	0.15	20.2	0.21	1.59	32.6	1.20	8:00	0.07	11.7	0.26	1.50
VB	DAM NECK RD	ROSEMONT RD	HOLLAND RD	EW	30.5	1.31	7:45	0.15	20.2	0.21	1.59	32.6	1.20	8:00	0.07	11.7	0.26	1.50
VB	DAM NECK RD	HOLLAND RD	DRAKESMILE RD	EW	33.6	1.34	8:00	0.17	23.8	0.37	1.84	42.6	1.08	7:45	-0.05	3.9	0.16	1.21
VB	DAM NECK RD	DRAKESMILE RD	LONDON BRIDGE RD	EW	33.6	1.34	8:00	0.17	23.8	0.37	1.84	42.6	1.08	7:45	-0.05	3.9	0.16	1.21
VB	DAM NECK RD	LONDON BRIDGE RD	HARPERS RD	EW	44.4	1.09	8:00	-0.04	5.3	0.06	1.14	43.9	1.07	8:00	-0.01	2.0	0.09	1.15
VB	DAM NECK RD	HARPERS RD	GENERAL BOOTH BLVD	EW	44.4	1.09	8:00	-0.04	4.9	0.06	1.14	43.9	1.07	8:00	-0.01	1.8	0.09	1.15
VB	DAM NECK RD	GENERAL BOOTH BLVD	UPTON DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DAM NECK RD	UPTON DR	USN TRAINING CENTER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DIAMOND SPRINGS RD	NEWTOWN RD	WESLEYAN RD	NS	35.2	1.12	8:15	0.04	4.0	0.10	1.19	37.9	1.08	8:30	-0.02	3.1	0.11	1.19
VB	DIAMOND SPRINGS RD	WESLEYAN RD	NORTHAMPTON BLVD	NS	36.3	1.05	8:00	-0.03	1.7	0.09	1.14	35.9	1.11	8:15	0.01	4.1	0.10	1.21
VB	DIAMOND SPRINGS RD	NORTHAMPTON BLVD	SHORE DR	NS	34.7	1.15	8:00	0.05	9.6	0.12	1.26	35.7	1.13	8:15	0.04	4.7	0.11	1.22
VB	DRAKESMILE RD	DAM NECK RD	SHIPPS CORNER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ELBOW RD	CHESAPEAKE CL	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ELBOW RD	INDIAN RIVER RD	SALEM RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	INDIAN RIVER RD	INDIAN LAKES BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	INDIAN LAKES BLVD	PLEASANT VALLEY RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	PLEASANT VALLEY RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FIRST COLONIAL RD	VA BEACH BLVD	I-264	NS	28.7	1.19	8:45	0.07	11.8	0.16	1.38	23.2	1.30	7:45	0.19	20.8	0.37	1.77
VB	FIRST COLONIAL RD	I-264	LASKIN RD	NS	27.9	1.22	8:30	0.10	9.4	0.09	1.32	28.9	1.17	8:30	0.05	8.0	0.08	1.26
VB	FIRST COLONIAL RD	LASKIN RD	OLD DONATION PKWY	NS	27.9	1.22	8:30	0.07	13.2	0.09	1.32	28.9	1.17	8:30	0.04	9.5	0.08	1.26
VB	FIRST COLONIAL RD	OLD DONATION PKWY	GREAT NECK RD	NS	27.9	1.22	8:30	0.07	13.2	0.09	1.32	28.9	1.17	8:30	0.04	9.5	0.08	1.26
VB	GENERAL BOOTH BLVD	PRINCESS ANNE RD	NIMMO PKWY	NS	33.8	1.06	8:00	-0.07	4.9	0.06	1.13	34.2	1.08	8:45	-0.04	3.7	0.08	1.17
VB	GENERAL BOOTH BLVD	NIMMO PKWY	LONDON BRIDGE RD	NS	33.8	1.06	8:00	-0.07	4.9	0.06	1.13	34.2	1.08	8:45	-0.04	3.7	0.08	1.17
VB	GENERAL BOOTH BLVD	LONDON BRIDGE RD	DAM NECK RD	NS	33.8	1.06	8:00	-0.04	3.5	0.06	1.13	34.2	1.08	8:45	-0.02	2.5	0.08	1.17
VB	GENERAL BOOTH BLVD	DAM NECK RD	OCEANA BLVD/PROSPERITY RD	NS	36.7	1.12	7:30	0.01	9.9	0.10	1.23	33.1	1.18	8:45	0.07	14.0	0.15	1.35
VB	GENERAL BOOTH BLVD	OCEANA BLVD/PROSPERITY RD	BIRDNECK RD	NS	46.9	1.02	8:00	-0.06	0.8	0.07	1.09	42.1	1.09	8:15	0.02	2.3	0.07	1.16
VB	GENERAL BOOTH BLVD	BIRDNECK RD	HARBOUR POINT	NS	41.7	1.06	8:00	-0.03	1.0	0.06	1.11	40.8	1.05	7:15	-0.02	1.0	0.05	1.10
VB	GREAT NECK RD	VA BEACH BLVD	OLD DONATION PKWY	NS	39.0	1.08	8:45	-0.06	4.0	0.10	1.19	34.5	1.18	8:15	0.02	12.8	0.21	1.42
VB	GREAT NECK RD	OLD DONATION PKWY	FIRST COLONIAL RD	NS	39.7	1.13	8:45	-0.01	7.5	0.13	1.27	42.5	1.06	8:45	-0.10	2.7	0.09	1.11
VB	GREAT NECK RD	FIRST COLONIAL RD	SHOREHAVEN RD	NS	38.5	1.16	8:00	0.07	6.3	0.17	1.36	38.6	1.14	8:00	0.03	5.7	0.16	1.32
VB	GREAT NECK RD	SHOREHAVEN RD	SHORE DR	NS	38.5	1.16	8:00	0.06	6.2	0.17	1.36	38.6	1.14	8:00	0.01	6.0	0.16	1.32
VB	HARPERS RD	DAM NECK RD	OCEANA BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HAYGOOD RD	NEWTOWN RD	WESLEYAN DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HAYGOOD RD	WESLEYAN DR	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HOLLAND RD	INDEPENDENCE BLVD	SOUTH PLAZA TRAIL	NS	30.9	1.23	8:00	0.13	7.7	0.22	1.50	33.3	1.15	8:30	-0.01	9.3	0.21	1.34
VB	HOLLAND RD	SOUTH PLAZA TRAIL	ROSEMONT RD	NS	30.9	1.23	8:00	0.13	7.7	0.22	1.50	33.3	1.15	8:30	0.02	7.6	0.21	1.34
VB	HOLLAND RD	ROSEMONT RD	LYNNHAVEN PKWY	NS	30.2	1.26	8:00	0.16	7.6	0.27	1.56	34.5	1.13	8:00	0.01	5.9	0.17	1.31
VB	HOLLAND RD	LYNNHAVEN PKWY	DAM NECK RD	NS	28.8	1.32	7:45	0.16	25.9	0.24	1.63	28.6	1.36	7:15	0.27	10.6	0.21	1.65
VB	HOLLAND RD	DAM NECK RD	FUTURE NIMMO PKWY	NS	35.3	1.12	6:00	0.09	2.3	0.10	1.21	35.8	1.12	7:45	0.04	2.6	0.06	1.18
VB	HOLLAND RD	FUTURE NIMMO PKWY	PRINCESS ANNE RD	NS	35.3	1.12	6:00	0.06	2.3	0.10	1.21	35.8	1.12	7:45	0.02	2.6	0.06	1.18
VB	INDEPENDENCE BLVD	INDIAN RIVER RD	SALEM RD	NS	37.3	1.04	7:45	-0.03	0.8	0.02	1.06	37.9	1.03	7:00	-0.02	0.2	0.04	1.05
VB	INDEPENDENCE BLVD	SALEM RD	PRINCESS ANNE RD	NS	34.9	1.12	8:30	0.05	1.4	0.08	1.16	37.8	1.05	7:45	-0.01	0.4	0.09	1.14
VB	INDEPENDENCE BLVD	PRINCESS ANNE RD	LYNNHAVEN PKWY	NS	32.0	1.13	8:15	0.02	5.8	0.13	1.25	28.0	1.28	8:30	0.19	11.1	0.14	1.45
VB	INDEPENDENCE BLVD	LYNNHAVEN PKWY	PLAZA TRAIL	NS	39.4	1.09	7:15	-0.01	3.5	0.09	1.18	39.0	1.10	7:30	0.01	4.1	0.10	1.20
VB	INDEPENDENCE BLVD	PLAZA TRAIL	HOLLAND RD	NS	33.3	1.16	8:00	0.02	13.6	0.18	1.37	39.2	1.12	8:30	0.00	5.4	0.15	1.29
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NS	24.3	1.65	8:15	0.53	53.6	0.87	2.90	37.8	1.16	8:30	0.02	17.9	0.19	1.39
VB	INDEPENDENCE BLVD	BAXTER RD	I-264	NS	33.1	1.27	8:15	0.15	18.8	0.41	1.79	26.1	1.72	8:15	0.58	143.4	0.31	2.20
VB	INDEPENDENCE BLVD	I-264	BONNEY RD	NS	27.4	1.21	8:15	0.07	26.1	0.43	1.65	33.3	1.23	8:15	0.11	15.4	0.21	1.47

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	INDEPENDENCE BLVD	BONNEY RD	COLUMBUS ST	NS	27.4	1.21	8:15	0.07	26.1	0.43	1.65	33.3	1.23	8:15	0.11	15.4	0.21	1.47
VB	INDEPENDENCE BLVD	COLUMBUS ST	VA BEACH BLVD	NS	27.4	1.21	8:15	0.07	26.1	0.43	1.65	33.3	1.23	8:15	0.11	15.4	0.21	1.47
VB	INDEPENDENCE BLVD	VA BEACH BLVD	JEANNE ST	NS	39.0	1.10	8:45	0.00	7.3	0.15	1.26	36.3	1.13	8:45	0.02	9.7	0.14	1.28
VB	INDEPENDENCE BLVD	JEANNE ST	PEMBROKE BLVD	NS	39.0	1.10	8:45	-0.02	7.3	0.15	1.26	36.3	1.13	8:45	0.00	9.7	0.14	1.28
VB	INDEPENDENCE BLVD	PEMBROKE BLVD	HAYGOOD RD	NS	36.1	1.13	8:30	0.02	8.0	0.13	1.26	36.8	1.12	8:45	0.00	6.3	0.13	1.25
VB	INDEPENDENCE BLVD	HAYGOOD RD	NORTHAMPTON BLVD	NS	39.8	1.07	8:45	-0.07	3.6	0.10	1.18	37.0	1.14	8:00	-0.01	7.4	0.12	1.27
VB	INDEPENDENCE BLVD	NORTHAMPTON BLVD	SHORE DR	NS	29.6	1.36	7:00	0.28	9.8	0.22	1.57	39.9	1.05	5:15	-0.03	2.9	0.05	1.09
VB	INDIAN LAKES BLVD	FERRELL PKWY	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	CHESAPEAKE CL	MILITARY HWY	EW	33.1	1.11	7:45	0.00	7.8	0.12	1.22	35.8	1.05	8:15	-0.03	3.3	0.07	1.12
VB	INDIAN RIVER RD	MILITARY HWY	PROVIDENCE RD	EW	30.5	1.18	8:30	0.10	7.2	0.12	1.30	26.0	1.42	8:00	0.28	27.9	0.67	2.37
VB	INDIAN RIVER RD	PROVIDENCE RD	I-64	EW	35.5	1.13	8:30	0.04	6.9	0.17	1.33	29.1	1.27	7:45	0.15	15.9	0.36	1.72
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EW	28.8	1.42	8:15	0.26	72.4	0.46	2.00	34.5	1.24	7:45	0.11	19.3	0.40	1.74
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EW	30.3	1.25	8:45	0.13	21.0	0.29	1.61	26.8	1.45	7:45	0.28	52.3	0.74	2.53
VB	INDIAN RIVER RD	KEMPSVILLE RD	FERRELL PKWY	EW	38.4	1.10	8:30	-0.04	9.3	0.17	1.29	18.6	1.89	7:30	0.70	139.8	0.60	3.02
VB	INDIAN RIVER RD	FERRELL PKWY	INDIAN LAKES BLVD	EW	42.9	1.07	7:00	-0.01	1.5	0.05	1.11	32.9	1.18	8:45	0.11	4.4	0.18	1.35
VB	INDIAN RIVER RD	INDIAN LAKES BLVD	LYNNHAVEN PKWY	EW	31.3	1.26	7:00	0.19	5.4	0.14	1.34	36.9	1.08	7:30	-0.05	5.5	0.13	1.22
VB	INDIAN RIVER RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	40.5	1.04	7:00	-0.05	0.8	0.03	1.06	41.0	1.07	7:30	-0.10	2.4	0.06	1.13
VB	INDIAN RIVER RD	INDEPENDENCE BLVD	ELBOW RD	EW	40.5	1.04	7:00	-0.02	0.5	0.03	1.06	41.0	1.07	7:30	-0.04	1.6	0.06	1.13
VB	INDIAN RIVER RD	ELBOW RD	S.E. PARKWAY CORRIDOR	EW	40.7	1.05	8:30	0.00	0.6	0.03	1.08	40.1	1.09	7:00	0.01	1.8	0.04	1.12
VB	INDIAN RIVER RD	S.E. PARKWAY CORRIDOR	NORTH LANDING RD	EW	40.7	1.05	8:30	0.00	0.6	0.03	1.08	40.1	1.09	7:00	0.01	1.8	0.04	1.12
VB	INDIAN RIVER RD	NORTH LANDING RD	WEST NECK RD	EW	39.5	1.01	8:15	-0.04	0.1	0.04	1.05	39.2	1.02	7:30	-0.05	0.3	0.03	1.05
VB	INDIAN RIVER RD	WEST NECK RD	PRINCESS ANNE RD	EW	39.5	1.01	8:15	-0.04	0.1	0.04	1.05	39.2	1.02	7:30	-0.05	0.3	0.03	1.05
VB	INTERNATIONAL PKWY	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	KEMPSVILLE RD	CHESAPEAKE CL	CENTERVILLE TNPK	EW	35.8	1.17	8:15	0.07	7.7	0.20	1.40	36.0	1.14	8:30	0.06	4.8	0.14	1.29
VB	KEMPSVILLE RD	CENTERVILLE TNPK	INDIAN RIVER RD	EW	33.5	1.18	7:15	0.03	13.0	0.29	1.52	33.9	1.21	7:15	0.11	8.4	0.19	1.39
VB	KEMPSVILLE RD	INDIAN RIVER RD	PROVIDENCE RD	EW	37.2	1.07	8:00	-0.05	3.1	0.15	1.23	36.2	1.09	7:15	0.01	2.7	0.12	1.19
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EW	24.0	1.53	8:00	0.38	30.6	0.39	2.09	29.3	1.23	8:15	0.12	8.7	0.19	1.45
VB	LASKIN RD	VA BEACH BLVD	FIRST COLONIAL RD	EW	34.3	1.14	8:45	0.02	4.7	0.15	1.31	39.2	1.04	8:30	-0.04	0.9	0.08	1.12
VB	LASKIN RD	FIRST COLONIAL RD	WINWOOD DR	EW	38.4	1.04	8:30	-0.06	0.8	0.09	1.14	36.5	1.07	6:30	0.00	2.1	0.08	1.15
VB	LASKIN RD	WINWOOD DR	BIRDNECK RD	EW	38.4	1.04	8:30	-0.06	0.8	0.09	1.14	36.5	1.07	6:30	0.00	2.1	0.08	1.15
VB	LASKIN RD	BIRDNECK RD	30TH ST	EW	27.9	1.15	8:45	0.04	4.8	0.09	1.26	27.9	1.11	7:15	0.03	5.5	0.09	1.20
VB	LASKIN RD	30TH ST	PACIFIC AVE	EW	27.9	1.15	8:45	0.03	4.8	0.09	1.26	27.9	1.11	7:15	0.02	5.5	0.09	1.20
VB	LASKIN RD/31ST ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	GENERAL BOOTH BLVD	DAM NECK RD	NS	36.7	1.09	8:30	0.01	2.8	0.15	1.26	36.7	1.08	8:30	-0.05	5.8	0.07	1.15
VB	LONDON BRIDGE RD	DAM NECK RD	DRAKESMILE RD	NS	36.7	1.09	8:30	0.04	1.3	0.15	1.26	36.7	1.08	8:30	-0.07	3.3	0.07	1.15
VB	LONDON BRIDGE RD	SHIPPS CORNER RD/DRAKESMILE RD	INTERNATIONAL PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	INTERNATIONAL PKWY	POTTERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	POTTERS RD	I-264	NS	28.8	1.38	8:30	0.25	24.3	0.36	1.87	30.9	1.32	7:15	0.23	16.1	0.32	1.75
VB	LONDON BRIDGE RD	I-264	VA BEACH BLVD	NS	28.8	1.38	8:30	0.28	23.7	0.36	1.87	30.9	1.32	7:15	0.22	20.6	0.32	1.75
VB	LYNNHAVEN PKWY	CHESAPEAKE CL	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	INDIAN RIVER RD	SALEM RD	EW	34.6	1.15	7:30	0.04	5.9	0.07	1.23	36.7	1.09	6:45	0.03	1.7	0.07	1.13
VB	LYNNHAVEN PKWY	SALEM RD	PRINCESS ANNE RD	EW	28.8	1.08	6:00	0.02	3.1	0.15	1.18	28.1	1.18	6:00	0.13	4.4	0.25	1.44
VB	LYNNHAVEN PKWY	PRINCESS ANNE RD	INDEPENDENCE BLVD	EW	33.0	1.12	8:00	0.01	5.3	0.17	1.27	30.7	1.14	7:45	0.05	5.5	0.08	1.23
VB	LYNNHAVEN PKWY	INDEPENDENCE BLVD	ROSEMONT RD	EW	33.0	1.12	8:00	-0.02	7.9	0.17	1.27	30.7	1.14	7:45	0.04	7.3	0.08	1.23
VB	LYNNHAVEN PKWY	ROSEMONT RD	HOLLAND RD	EW	33.0	1.12	8:00	0.00	6.5	0.17	1.27	30.7	1.14	7:45	0.06	4.8	0.08	1.23
VB	LYNNHAVEN PKWY	HOLLAND RD	S LYNNHAVEN RD	EW	36.6	1.09	8:15	-0.03	6.4	0.10	1.17	36.3	1.12	7:15	0.04	3.3	0.11	1.19
VB	LYNNHAVEN PKWY	S LYNNHAVEN RD	INTERNATIONAL PKWY	NS	31.2	1.19	8:00	0.08	12.4	0.16	1.38	31.2	1.14	7:15	0.08	3.4	0.13	1.23
VB	LYNNHAVEN PKWY	INTERNATIONAL PKWY	POTTERS RD	NS	31.2	1.19	8:00	0.10	9.1	0.16	1.38	31.2	1.14	7:15	0.08	4.1	0.13	1.23
VB	LYNNHAVEN PKWY	POTTERS RD	I-264	NS	31.2	1.19	8:00	0.08	10.3	0.16	1.38	31.2	1.14	7:15	0.03	12.4	0.13	1.23
VB	LYNNHAVEN PKWY	I-264	VA BEACH BLVD	NS	28.1	1.28	8:30	0.17	8.1	0.23	1.57	27.6	1.24	8:30	0.14	7.0	0.11	1.37

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	MILITARY HWY	CHESAPEAKE CL	PROVIDENCE RD	NS	32.8	1.16	8:15	0.07	8.3	0.15	1.32	31.3	1.21	8:45	0.13	9.3	0.13	1.37
VB	MILITARY HWY	PROVIDENCE RD	INDIAN RIVER RD	NS	29.7	1.34	8:15	0.25	18.6	0.50	2.02	33.1	1.24	8:30	0.16	8.1	0.17	1.44
VB	MILITARY HWY	INDIAN RIVER RD	NORFOLK CL	NS	41.2	1.08	7:45	-0.10	7.8	0.18	1.27	36.9	1.16	8:30	0.08	6.9	0.18	1.38
VB	NEWTOWN RD	NORFOLK CL	BAKER RD	NS	30.2	1.16	8:15	0.04	9.5	0.09	1.25	26.4	1.29	8:00	0.12	24.5	0.26	1.59
VB	NEWTOWN RD	BAKER RD	DIAMOND SPRINGS RD	NS	30.2	1.16	8:15	0.04	8.5	0.09	1.25	26.4	1.29	8:00	0.19	10.4	0.26	1.59
VB	NEWTOWN RD	DIAMOND SPRINGS RD	HAYGOOD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NIMMO PKWY	WEST NECK RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NIMMO PKWY	PRINCESS ANNE RD	HOLLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NIMMO PKWY	GENERAL BOOTH BLVD	UPTON DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORFOLK AVE	BIRDNECK RD	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORFOLK AVE	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD	EW	23.7	1.65	8:15	0.54	77.3	0.43	2.36	21.2	1.77	8:00	0.64	72.6	0.88	3.14
VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	51.6	1.03	6:30	-0.03	1.5	0.12	1.15	46.5	1.09	8:15	-0.01	6.3	0.19	1.29
VB	NORTHAMPTON BLVD	INDEPENDENCE BLVD	SHORE DR	EW	42.2	1.19	8:30	0.12	4.3	0.23	1.46	45.4	1.15	8:00	0.07	6.2	0.23	1.39
VB	NORTH LANDING RD	CHESAPEAKE CL	INDIAN RIVER RD	EW	45.5	1.07	8:00	-0.03	1.3	0.12	1.20	46.7	1.05	8:00	-0.01	0.6	0.05	1.07
VB	NORTH LANDING RD	INDIAN RIVER RD	SALEM RD	EW	36.9	1.11	8:30	-0.01	2.8	0.05	1.16	38.1	1.08	8:30	0.03	0.9	0.05	1.11
VB	NORTH LANDING RD	SALEM RD	WEST NECK RD	EW	36.9	1.11	8:30	-0.02	2.8	0.05	1.16	38.1	1.08	8:30	0.00	0.9	0.05	1.11
VB	NORTH LANDING RD	WEST NECK RD	PRINCESS ANNE RD	EW	36.9	1.11	8:30	-0.02	2.8	0.05	1.16	38.1	1.08	8:30	0.00	0.9	0.05	1.11
VB	OCEANA BLVD	GENERAL BOOTH BLVD	HARPERS RD	NS	39.6	1.06	8:45	-0.02	1.8	0.06	1.11	34.9	1.20	8:15	0.09	11.8	0.11	1.32
VB	OCEANA BLVD	HARPERS RD	TOMCAT BLVD (NAS MAIN ENT)	NS	43.8	1.05	8:00	-0.03	1.4	0.06	1.10	42.1	1.07	6:00	0.00	3.8	0.07	1.09
VB	OCEANA BLVD/FIRST COLONIAL	TOMCAT BLVD (NAS MAIN ENT)	VA BEACH BLVD	NS	43.8	1.05	8:00	-0.09	2.3	0.06	1.10	42.1	1.07	6:00	-0.05	4.5	0.07	1.09
VB	PACIFIC AVE	ATLANTIC AVE	LASKIN RD	NS	32.8	1.07	8:30	0.00	2.7	0.08	1.16	31.1	1.09	7:00	0.03	1.7	0.10	1.18
VB	PACIFIC AVE	LASKIN RD	22ND ST	NS	26.6	1.05	8:45	-0.01	1.2	0.07	1.13	26.4	1.06	8:45	-0.01	1.6	0.07	1.13
VB	PACIFIC AVE	22ND ST	21ST ST	NS	22.7	1.14	8:45	0.08	3.0	0.15	1.28	25.0	1.12	8:45	0.05	6.0	0.11	1.23
VB	PACIFIC AVE	21ST ST	VA BEACH BLVD	NS	26.6	1.05	8:45	-0.01	1.1	0.12	1.18	25.1	1.08	8:45	0.01	2.1	0.15	1.17
VB	PACIFIC AVE	VA BEACH BLVD	NORFOLK AVE	NS	30.0	1.07	8:45	0.00	1.5	0.06	1.11	29.1	1.10	5:15	0.04	1.2	0.08	1.12
VB	PACIFIC AVE	NORFOLK AVE	HARBOUR POINT	NS	30.0	1.07	8:45	0.00	1.7	0.06	1.11	29.1	1.10	5:15	0.04	1.4	0.08	1.12
VB	PEMBROKE BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	30.3	1.22	6:30	0.16	4.7	0.11	1.28	32.0	1.12	8:45	0.06	2.1	0.07	1.18
VB	PLAZA TRAIL, S.	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	INDEPENDENCE BLVD	HOLLAND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	HOLLAND RD	MARINA LAKE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	MARINA LAKE RD	ROSEMONT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	ROSEMONT RD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	NEWTOWN RD/NORFOLK CL	KEMPSVILLE RD	EW	30.8	1.10	6:45	-0.01	7.5	0.06	1.17	31.7	1.13	8:15	0.05	5.0	0.10	1.23
VB	PRINCESS ANNE RD	KEMPSVILLE RD	BAXTER RD	EW	35.4	1.13	6:45	-0.01	11.9	0.18	1.33	28.7	1.28	8:00	0.19	7.5	0.31	1.61
VB	PRINCESS ANNE RD	BAXTER RD	PROVIDENCE RD	EW	36.0	1.17	8:45	0.05	9.8	0.14	1.33	35.6	1.19	8:00	0.10	4.0	0.26	1.47
VB	PRINCESS ANNE RD	PROVIDENCE RD	FERRELL PKWY	EW	36.4	1.20	7:00	0.08	12.3	0.12	1.32	35.9	1.16	8:00	0.05	6.6	0.15	1.33
VB	PRINCESS ANNE RD	FERRELL PKWY	LYNNHAVEN PKWY	EW	36.4	1.20	7:00	0.14	11.7	0.12	1.32	35.9	1.16	8:00	0.08	12.7	0.15	1.33
VB	PRINCESS ANNE RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	30.9	1.39	7:15	0.33	18.1	0.27	1.76	34.0	1.29	7:30	0.20	15.8	0.32	1.70
VB	PRINCESS ANNE RD	INDEPENDENCE BLVD	DAM NECK RD	EW	30.9	1.39	7:15	0.28	31.5	0.27	1.76	34.0	1.29	7:30	0.19	21.3	0.32	1.70
VB	PRINCESS ANNE RD	DAM NECK RD	S.E. PARKWAY CORRIDOR	EW	34.8	1.15	8:30	0.06	6.1	0.11	1.27	35.4	1.10	8:00	-0.01	6.1	0.09	1.21
VB	PRINCESS ANNE RD	S.E. PARKWAY CORRIDOR	NIMMO PKWY	EW	34.8	1.15	8:30	0.06	6.1	0.11	1.27	35.4	1.10	8:00	-0.01	6.1	0.09	1.21
VB	PRINCESS ANNE RD	NIMMO PKWY	NORTH LANDING RD	EW	34.8	1.15	8:30	-0.02	6.1	0.11	1.27	35.4	1.10	8:00	-0.10	6.1	0.09	1.21
VB	PRINCESS ANNE RD	NORTH LANDING RD	HOLLAND RD	EW	32.1	1.12	8:45	-0.02	3.9	0.11	1.24	29.4	1.26	8:00	0.09	9.8	0.20	1.49
VB	PRINCESS ANNE RD	HOLLAND RD	SEABOARD RD	EW	32.1	1.12	8:45	-0.02	3.9	0.11	1.24	29.4	1.26	8:00	0.09	9.8	0.20	1.49
VB	PRINCESS ANNE RD	SEABOARD RD	GENERAL BOOTH BLVD	EW	32.1	1.12	8:45	-0.02	3.9	0.11	1.24	29.4	1.26	8:00	0.09	9.8	0.20	1.49
VB	PRINCESS ANNE RD	GENERAL BOOTH BLVD	SANDBRIDGE RD/UPTON DR	NS	31.2	1.12	8:00	0.01	2.8	0.08	1.18	32.1	1.12	8:00	0.01	2.6	0.08	1.20
VB	PRINCESS ANNE RD	SANDBRIDGE RD/UPTON DR	SEABOARD RD	NS	42.5	1.03	8:45	-0.07	0.6	0.03	1.05	42.7	1.03	8:15	-0.05	0.3	0.04	1.05
VB	PRINCESS ANNE RD	SEABOARD RD	INDIAN RIVER RD	NS	42.5	1.03	8:45	-0.07	0.6	0.03	1.05	42.7	1.03	8:15	-0.05	0.3	0.04	1.05

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	PRINCESS ANNE RD	INDIAN RIVER RD	PUNGO FERRY RD	NS	44.3	1.05	8:45	-0.01	0.4	0.04	1.09	40.8	1.11	7:00	0.08	0.6	0.05	1.15
VB	PRINCESS ANNE RD	PUNGO FERRY RD	NORTH CAROLINA STATE LINE	NS	44.3	1.05	8:45	0.02	0.2	0.04	1.09	40.8	1.11	7:00	0.09	0.3	0.05	1.15
VB	PROVIDENCE RD	CHESAPEAKE CL	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PROVIDENCE RD	MILITARY HWY	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PROVIDENCE RD	INDIAN RIVER RD	KEMPSVILLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PROVIDENCE RD	KEMPSVILLE RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PUNGO FERRY RD	BLACKWATER RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	DAM NECK RD	BUCKNER BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	BUCKNER BLVD	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	LYNNHAVEN PKWY	HOLLAND RD	NS	35.0	1.13	8:00	0.04	3.4	0.05	1.16	34.8	1.12	8:00	0.04	3.7	0.07	1.19
VB	ROSEMONT RD	HOLLAND RD	PLAZA TRAIL	NS	26.4	1.30	8:00	0.18	19.4	0.22	1.54	31.6	1.14	8:45	0.04	4.2	0.08	1.21
VB	ROSEMONT RD	PLAZA TRAIL	I-264	NS	26.4	1.30	8:00	0.16	23.3	0.22	1.54	31.6	1.14	8:45	0.03	5.1	0.08	1.21
VB	ROSEMONT RD	I-264	VA BEACH BLVD	NS	19.2	1.30	8:00	0.17	31.2	0.20	1.56	26.5	1.11	8:00	-0.03	8.9	0.12	1.24
VB	SALEM RD	NORTH LANDING RD	ELBOW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SALEM RD	ELBOW RD	INDEPENDENCE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SALEM RD	INDEPENDENCE BLVD	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SALEM RD	LYNNHAVEN PKWY	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SANDBRIDGE RD	PRINCESS ANNE RD	ATWOODTOWN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SANDBRIDGE RD	ATWOODTOWN RD	SANDPIPER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SEABOARD RD	PRINCESS ANNE RD (AT PA ELEMENT/	PRINCESS ANNE RD (AT PUNGO FIEL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SHORE DRIVE	NORFOLK CL	DIAMOND SPRINGS RD	EW	40.5	1.06	8:45	-0.06	3.4	0.11	1.15	40.0	1.08	7:15	-0.05	5.1	0.14	1.23
VB	SHORE DRIVE	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	36.6	1.20	7:45	0.08	11.8	0.20	1.40	38.9	1.13	7:00	0.03	4.4	0.14	1.23
VB	SHORE DRIVE	INDEPENDENCE BLVD	PLEASURE HOUSE RD	EW	38.2	1.05	5:30	-0.01	0.9	0.10	1.15	35.8	1.11	7:00	0.01	4.7	0.11	1.19
VB	SHORE DRIVE	PLEASURE HOUSE RD	NORTHAMPTON BLVD	EW	33.1	1.18	8:45	0.10	3.6	0.16	1.36	34.2	1.14	8:15	0.05	5.8	0.19	1.27
VB	SHORE DRIVE	NORTHAMPTON BLVD	GREAT NECK RD	EW	36.0	1.14	8:45	0.02	6.2	0.12	1.29	36.7	1.09	8:15	-0.07	7.6	0.13	1.22
VB	SHORE DRIVE	GREAT NECK RD	ATLANTIC AVE	EW	48.0	1.03	8:45	-0.03	0.7	0.04	1.08	48.0	1.04	8:45	-0.01	0.7	0.04	1.08
VB	UPTON DR	NIMMO PKWY	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	NEWTOWN RD/NORFOLK CL	WITCHDUCK RD	EW	35.8	1.12	8:15	0.02	6.0	0.15	1.27	35.3	1.10	8:30	0.02	5.5	0.18	1.30
VB	VA BEACH BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	32.2	1.21	8:45	0.12	8.0	0.23	1.49	34.8	1.12	8:45	0.03	4.3	0.17	1.32
VB	VA BEACH BLVD	INDEPENDENCE BLVD	CONSTITUTION DR	EW	33.3	1.11	7:15	0.03	5.1	0.11	1.24	34.1	1.11	7:15	0.02	7.1	0.15	1.28
VB	VA BEACH BLVD	CONSTITUTION DR	ROSEMONT RD	EW	33.3	1.11	7:15	0.04	5.1	0.11	1.24	34.1	1.11	7:15	0.03	7.1	0.15	1.28
VB	VA BEACH BLVD	ROSEMONT RD	S. PLAZA TRAIL/LITTLE NECK RD	EW	35.8	1.15	8:15	0.03	11.9	0.13	1.29	34.2	1.14	8:00	0.05	8.3	0.19	1.35
VB	VA BEACH BLVD	S. PLAZA TRAIL/LITTLE NECK RD	LYNNHAVEN PKWY	EW	35.8	1.15	8:15	0.07	5.7	0.13	1.29	34.2	1.14	8:00	0.06	6.3	0.19	1.35
VB	VA BEACH BLVD	LYNNHAVEN PKWY	GREAT NECK RD	EW	33.6	1.21	8:45	0.12	12.6	0.21	1.47	30.3	1.25	8:45	0.16	16.0	0.17	1.46
VB	VA BEACH BLVD	GREAT NECK RD	LASKIN RD	EW	33.6	1.21	8:45	0.13	9.4	0.21	1.47	30.3	1.25	8:45	0.18	10.4	0.17	1.46
VB	VA BEACH BLVD	LASKIN RD	FIRST COLONIAL RD	EW	30.2	1.22	7:15	0.11	12.6	0.13	1.37	38.6	1.04	8:45	-0.07	1.2	0.08	1.12
VB	VA BEACH BLVD	FIRST COLONIAL RD	N OCEANA BLVD	EW	31.8	1.10	7:00	0.02	2.3	0.04	1.14	32.4	1.08	8:30	-0.01	2.7	0.04	1.10
VB	VA BEACH BLVD	N OCEANA BLVD	BIRDNECK RD	EW	31.8	1.10	7:00	0.04	1.8	0.04	1.14	32.4	1.08	8:30	0.01	1.6	0.04	1.10
VB	VA BEACH BLVD	BIRDNECK RD	PACIFIC AVE	EW	25.9	1.08	8:45	0.00	1.4	0.05	1.14	24.8	1.09	8:45	0.01	1.8	0.07	1.14
VB	VA BEACH BLVD	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WESLEYAN DR	NORFOLK CL	BAKER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WESLEYAN DR	BAKER RD	DIAMOND SPRINGS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WESLEYAN DR	DIAMOND SPRINGS RD	HAYGOOD DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WEST NECK RD	NIMMO PKWY	NORTH LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WEST NECK RD	NORTH LANDING RD	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WITCHDUCK RD	PRINCESS ANNE RD	I-264	NS	24.5	1.45	8:15	0.32	26.8	0.57	2.28	28.2	1.29	8:45	0.20	10.8	0.21	1.55
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NS	21.8	1.55	8:30	0.43	28.8	0.35	2.10	23.3	1.46	7:45	0.33	29.4	0.39	2.01
VB	WITCHDUCK RD	VA BEACH BLVD	PEMBROKE BLVD	NS	35.2	1.08	8:45	0.00	2.0	0.09	1.18	33.1	1.11	7:30	0.02	4.4	0.12	1.23
WMB	BOUNDARY ST	JAMESTOWN RD	FRANCIS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	BYPASS RD	RICHMOND RD	YORK CL	EW	29.1	1.04	8:45	-0.02	0.9	0.07	1.11	30.2	1.06	8:45	-0.01	1.7	0.10	1.14

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
WMB	BYPASS RD	ROUTE 132/YORK CL	PAGE ST	EW	31.4	1.05	6:15	0.02	0.9	0.03	1.08	30.6	1.08	8:45	0.03	2.4	0.04	1.12
WMB	CAPITOL LANDING RD	BYPASS RD	MERRIMAC TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	COLONIAL NATL HIST PKWY	JAMES CITY CL/RTE 199	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	FRANCIS ST	BOUNDARY ST	HENRY ST	EW	21.9	1.05	8:30	-0.01	0.7	0.05	1.10	22.3	1.03	8:45	-0.04	0.4	0.03	1.06
WMB	HENRY ST S.	ROUTE 199	FRANCIS ST	NS	31.8	1.04	7:45	-0.03	0.2	0.03	1.07	29.4	1.06	8:15	0.00	0.2	0.02	1.07
WMB	HENRY ST	FRANCIS ST	LAFAYETTE ST	NS	20.0	1.02	8:45	-0.04	0.1	0.05	1.07	21.7	1.02	8:45	-0.04	0.3	0.04	1.06
WMB	HENRY ST N.	LAFAYETTE ST	RTE 132Y	NS	29.8	1.06	8:45	-0.01	0.3	0.02	1.08	30.1	1.10	7:30	0.03	1.3	0.02	1.10
WMB	IRONBOUND RD	JAMES CITY CL	DEPUE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	IRONBOUND RD	DEPUE DR	LONGHILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	IRONBOUND RD	LONGHILL RD	RICHMOND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	JAMESTOWN RD	JAMES CITY CL	RTE 199	EW	36.5	1.07	8:45	-0.03	2.1	0.03	1.09	37.0	1.05	5:00	0.00	0.8	0.03	1.06
WMB	JAMESTOWN RD	RTE 199	JOHN TYLER LN	EW	30.1	1.13	8:45	0.05	3.1	0.07	1.20	26.2	1.10	8:45	0.05	0.8	0.07	1.14
WMB	JAMESTOWN RD	JOHN TYLER LN	COLLEGE CREEK	EW	28.3	1.06	8:00	-0.02	1.2	0.03	1.08	27.9	1.07	6:30	0.02	0.7	0.03	1.08
WMB	JAMESTOWN RD	COLLEGE CREEK	BOUNDARY ST	EW	28.3	1.06	8:00	-0.06	1.2	0.03	1.08	27.9	1.07	6:30	0.00	0.7	0.03	1.08
WMB	LAFAYETTE ST	RICHMOND RD	HENRY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	LAFAYETTE ST	HENRY ST	CAPITOL LANDING RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	LAFAYETTE ST	CAPITOL LANDING RD	PAGE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	MERRIMAC TRAIL	YORK CL (SOUTH)	CAPITOL LANDING RD	NS	35.4	1.07	7:00	0.03	1.0	0.03	1.09	25.9	1.13	8:45	0.09	1.2	0.11	1.26
WMB	MERRIMAC TRAIL	CAPITOL LANDING RD	YORK CL (NORTH)	NS	40.0	1.06	7:00	0.03	1.0	0.06	1.10	31.8	1.05	8:30	0.01	0.6	0.07	1.12
WMB	MONTICELLO AVE	IRONBOUND RD	RICHMOND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	PAGE ST	BYPASS RD	SECOND ST	NS	30.6	1.08	8:45	0.00	1.7	0.04	1.12	31.4	1.05	6:15	-0.02	1.2	0.03	1.08
WMB	PAGE ST	SECOND ST	YORK ST	NS	34.8	1.06	5:45	-0.01	1.0	0.05	1.09	32.8	1.04	7:30	-0.04	0.6	0.06	1.09
WMB	QUARTERPATH RD	ROUTE 199	YORK ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	JAMES CITY CL	IRONBOUND RD	NS	34.5	1.01	6:15	-0.06	0.3	0.05	1.07	31.4	1.05	5:45	-0.02	0.5	0.05	1.10
WMB	RICHMOND RD	IRONBOUND RD	BYPASS RD	NS	30.2	1.06	8:45	-0.06	2.1	0.10	1.14	29.1	1.04	8:45	-0.06	1.0	0.07	1.11
WMB	RICHMOND RD	BYPASS RD	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	MONTICELLO AVE	BROOKS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	BROOKS ST	BOUNDARY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	ROUTE 132	ROUTE 132Y	BYPASS RD/YORK CL	NS	31.0	1.10	8:45	0.04	1.0	0.02	1.11	36.3	1.10	6:30	0.05	1.2	0.07	1.19
WMB	ROUTE 132Y	ROUTE 132	COLONIAL PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	ROUTE 199	JAMES CITY CL (WEST)	JAMESTOWN RD	EW	34.0	1.32	8:00	0.18	14.8	0.25	1.66	33.3	1.32	8:45	0.20	14.9	0.30	1.73
WMB	ROUTE 199	JAMESTOWN RD	JAMES CITY CL (EAST)	EW	44.8	1.12	8:00	-0.04	5.4	0.13	1.24	43.4	1.13	8:00	0.00	5.0	0.15	1.30
WMB	SECOND ST	PAGE ST	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	TREYBURN DR	MONTICELLO AVE	IRONBOUND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	YORK ST	PAGE ST	JAMES CITY CL	EW	32.8	1.04	7:30	-0.04	0.5	0.06	1.09	34.8	1.06	5:45	-0.02	0.9	0.05	1.09
YC	BALLARD ST	COLONIAL PKWY	COOK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BALLARD ST	COOK RD	COAST GUARD TRAINING CENTER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BIG BETHEL RD	HAMPTON CL	HAMPTON HWY (RTE 134)	NS	33.5	1.12	7:00	0.04	2.5	0.04	1.15	35.0	1.11	8:15	0.02	2.5	0.05	1.15
YC	BIG BETHEL RD	HAMPTON HWY (RTE 134)	VICTORY BLVD (RTE 171)	NS	34.0	1.09	7:00	0.05	0.9	0.02	1.10	35.1	1.07	8:45	0.03	0.6	0.06	1.13
YC	BYPASS RD	WILLIAMSBURG CL	WALLER MILL RD	EW	29.1	1.04	8:45	-0.02	0.9	0.07	1.11	30.2	1.06	8:45	-0.01	1.7	0.10	1.14
YC	BYPASS RD	WALLER MILL RD	ROUTE 132/WILLIAMSBURG CL	EW	29.1	1.04	8:45	-0.02	0.9	0.07	1.11	30.2	1.06	8:45	-0.01	1.7	0.10	1.14
YC	COLONIAL NATL HIST PKWY	WILLIAMSBURG CL	BALLARD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	COOK RD	GEORGE WASHINGTON HWY	GOOSLEY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	COOK RD	GOOSLEY RD	BALLARD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	DENBIGH BLVD	NEWPORT NEWS CL	ROUTE 17	EW	43.3	1.04	8:45	-0.04	0.7	0.09	1.13	44.1	1.04	8:45	-0.06	1.0	0.08	1.12
YC	EAST YORKTOWN RD	VICTORY BLVD	POQUOSON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	FORT EUSTIS BLVD	NEWPORT NEWS CL	ROUTE 17	EW	44.9	1.04	7:15	-0.02	0.7	0.07	1.10	42.7	1.12	7:30	0.02	2.8	0.40	1.57
YC	FORT EUSTIS BLVD EXT	ROUTE 17	OLD YORK - HAMPTON HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	GEORGE WASHINGTON HWY	NEWPORT NEWS CL	VICTORY BLVD (RTE 171)	NS	35.7	1.21	8:00	0.10	7.8	0.19	1.43	34.9	1.23	8:00	0.11	8.7	0.25	1.51
YC	GEORGE WASHINGTON HWY	VICTORY BLVD (RTE 171)	HAMPTON HWY (RTE 134)	NS	39.5	1.11	7:30	0.01	3.9	0.27	1.39	35.8	1.24	8:45	0.10	16.3	0.37	1.69

See page B-31 for Legend

Appendix B – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - AM PEAK PERIOD

					AM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	AM MAX TTI TIME	PICA	AM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
YC	GEORGE WASHINGTON HWY	HAMPTON HWY (RTE 134)	DARE RD	NS	36.8	1.27	7:45	0.12	15.3	0.21	1.53	37.5	1.25	7:45	0.03	21.1	0.23	1.53
YC	GEORGE WASHINGTON HWY	DARE RD	DENBIGH BLVD (RTE 173)	NS	36.8	1.27	7:45	0.15	11.6	0.21	1.53	37.5	1.25	7:45	0.13	10.6	0.23	1.53
YC	GEORGE WASHINGTON HWY	DENBIGH BLVD (RTE 173)	FORT EUSTIS BLVD (RTE 105)	NS	45.5	1.13	7:30	0.03	5.5	0.15	1.30	42.3	1.21	7:30	0.07	11.0	0.16	1.41
YC	GEORGE WASHINGTON HWY	FORT EUSTIS BLVD (RTE 105)	COOK RD	NS	45.5	1.13	7:30	0.03	4.7	0.15	1.30	42.3	1.21	7:30	0.07	11.8	0.16	1.41
YC	GEORGE WASHINGTON HWY	COOK RD	GOOSLEY RD (RTE 238)	NS	45.5	1.13	7:30	0.04	3.8	0.15	1.30	42.3	1.21	7:30	0.05	13.7	0.16	1.41
YC	GEORGE WASHINGTON HWY	GOOSLEY RD (RTE 238)	GLOUCESTER CL (COLEMAN BRIDGE	NS	47.9	1.06	8:45	-0.01	1.4	0.11	1.18	48.0	1.09	8:15	-0.02	4.5	0.14	1.23
YC	GOODWIN NECK RD	ROUTE 17	WOLF TRAP RD	EW	35.5	1.10	8:45	0.04	1.2	0.14	1.24	32.8	1.13	7:15	0.05	2.6	0.19	1.32
YC	GOOSLEY RD	OLD WILLIAMSBURG RD	CRAWFORD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	GOOSLEY RD	CRAWFORD RD	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	GOOSLEY RD	ROUTE 17	COOK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	HAMPTON HWY	ROUTE 17	VICTORY BLVD (RTE 171)	NS	40.3	1.14	7:45	0.03	6.4	0.19	1.35	40.6	1.16	7:15	0.10	3.2	0.20	1.34
YC	HAMPTON HWY	VICTORY BLVD (RTE 171)	BIG BETHEL RD (RTE 600)	NS	44.3	1.08	8:00	-0.04	3.5	0.11	1.19	40.7	1.18	8:00	0.11	5.0	0.15	1.33
YC	HAMPTON HWY	BIG BETHEL RD (RTE 600)	NCL HAMPTON	NS	44.1	1.09	7:15	-0.06	6.1	0.09	1.16	41.2	1.16	7:30	0.10	4.1	0.18	1.34
YC	MERRIMAC TRAIL	JAMES CITY CL	BUSCH GARDENS INTERCHANGE	NS	46.4	1.06	5:00	0.04	0.4	0.09	1.09	46.2	1.08	6:00	0.04	0.9	0.12	1.15
YC	MERRIMAC TRAIL	BUSCH GARDENS INTERCHANGE	ROUTE 199/JAMES CITY CL	NS	44.6	1.05	7:45	-0.04	1.5	0.07	1.12	47.2	1.02	5:45	-0.01	0.1	0.08	1.04
YC	MERRIMAC TRAIL	PENNIMAN RD/JAMES CITY CL	SECOND ST	NS	33.5	1.12	8:45	0.06	4.2	0.13	1.25	33.6	1.10	8:30	0.04	2.3	0.17	1.24
YC	MERRIMAC TRAIL	SECOND ST	SCL WILLIAMSBURG	NS	35.4	1.07	7:00	0.04	0.9	0.03	1.09	25.9	1.13	8:45	0.08	1.8	0.11	1.26
YC	MERRIMAC TRAIL	NCL WILLIAMSBURG	ROUTE 132	NS	40.0	1.06	7:00	0.03	1.0	0.06	1.10	31.8	1.05	8:30	0.01	0.5	0.07	1.12
YC	ROUTE 143	ROUTE 132	I-64	NS	30.1	1.07	7:15	0.01	2.8	0.03	1.10	32.8	1.11	7:45	0.04	4.3	0.08	1.20
YC	MOORETOWN RD	WALLER MILL RD	AIRPORT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	MOORETOWN RD	AIRPORT RD	OLD MOORETOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	MOORETOWN RD	OLD MOORETOWN RD	ROUTE 199	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	NEWMAN RD	I-64	FENTON MILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	OLD WILLIAMSBURG RD	NECL NEWPORT NEWS	BAPTIST RD/MAIN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	OLD WILLIAMSBURG RD	BAPTIST RD/MAIN RD	GOOSLEY RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	PENNIMAN RD (RTE 641)	ROUTE 199	COLONIAL PKWY	EW	42.7	1.08	8:15	0.03	1.1	0.02	1.09	43.3	1.03	6:15	0.00	0.4	0.03	1.06
YC	POCAHONTAS TRAIL	JCC LINE @ RTE 199	KINGSMILL RD	EW	32.7	1.12	6:45	0.06	1.9	0.14	1.27	38.1	1.06	8:45	-0.01	1.3	0.09	1.14
YC	POCAHONTAS TRAIL	KINGSMILL RD	BUSCH GARDENS INTERCHANGE	EW	32.7	1.12	6:45	0.06	1.9	0.14	1.27	38.1	1.06	8:45	-0.01	1.3	0.09	1.14
YC	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	JAMES CITY CL	EW	38.1	1.07	8:30	0.00	0.5	0.05	1.13	37.8	1.06	8:15	-0.03	1.0	0.08	1.15
YC	RICHNECK RD	NEWPORT NEWS CL	FORT EUSTIS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	ROUTE 132	BYPASS RD/WILLIAMSBURG CL	ROUTE 143	NS	44.8	1.07	8:15	0.02	0.6	0.04	1.10	45.7	1.04	8:45	-0.03	0.6	0.06	1.08
YC	ROUTE 199	RTE 60/RTE 143/JCC LINE	I-64	EW	52.8	1.04	5:00	0.00	2.1	0.08	1.11	52.6	1.06	5:30	0.02	1.8	0.10	1.14
YC	ROUTE 199	I-64	MARQUIS PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	ROUTE 199	MARQUIS PKWY	RTE 641 (PENNIMAN RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	SECOND ST	WILLIAMSBURG CL	MERRIMAC TRAIL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	VICTORY BLVD	NEWPORT NEWS CL	ROUTE 17	EW	32.8	1.18	8:45	0.08	9.3	0.23	1.45	35.9	1.18	8:00	0.05	11.6	0.27	1.49
YC	VICTORY BLVD	ROUTE 17	HAMPTON HWY (RTE 134)	EW	29.1	1.23	8:00	0.14	9.8	0.24	1.50	32.4	1.16	7:00	0.05	7.1	0.35	1.43
YC	VICTORY BLVD	HAMPTON HWY (RTE 134)	BIG BETHEL RD (RTE 600)	EW	43.3	1.08	8:00	0.00	1.6	0.07	1.16	40.5	1.13	8:00	-0.03	5.5	0.13	1.27
YC	VICTORY BLVD	BIG BETHEL RD (RTE 600)	CARYS CHAPEL RD (RTE 782)	EW	40.8	1.10	8:15	0.02	2.3	0.06	1.15	37.6	1.22	8:00	0.07	7.1	0.11	1.33
YC	VICTORY BLVD	CARYS CHAPEL RD (RTE 782)	POQUOSON CL	EW	40.8	1.10	8:15	0.04	1.5	0.06	1.15	37.6	1.22	8:00	0.14	3.9	0.11	1.33
YC	WALLER MILL RD	ROUTE 60	MOORETOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Data source: HRTPO analysis of INRIX data. Data reflects the weekday average (Tuesdays – Thursdays) for the entire year of 2013.

LEGEND

PEAK SLOWEST SPEED – This column shows the slowest average 15-minute interval speed during the peak period.
PEAK MAX TTI – This column shows the highest 15-minute Travel Time Index (TTI) during the peak period, as described on page 28.
MAX TTI TIME – This is the 15-minute interval during the peak period when the slowest average speed and highest travel time index occurred.
PICA – This column shows the Potential for Intersection Congestion Alleviation, which compares the maximum TTI with the typical TTI for a similar facility.
PEAK PERIOD TOTAL DELAY – This column shows the total amount of delay in hours that occurs during the peak period per mile of roadway, as described on page 43.
PEAK MAX BUFFER INDEX – This column shows the highest 15-minute Buffer Index (which is a measure of reliability) during the peak period, as described on page 46.
PEAK MAX PTI - This column shows the highest 15-minute Planning Time Index (which is another measure of reliability) during the peak period, as described on page 46.

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Interstates and Freeways/Expressways - PM PEAK PERIOD

					PM PEAK PERIOD (2013)											
					NORTHBOUND/EASTBOUND						SOUTHBOUND/WESTBOUND					
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM SLOWEST TIME	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM SLOWEST TIME	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX
CHES	CHESAPEAKE EXPWY	GALLBUSH RD	BATTLEFIELD BLVD (NEAR INDIAN CI	NS	56.3	1.03	16:15	0.5	0.04	1.07	54.1	1.04	15:00	0.9	0.05	1.10
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (NEAR INDIAN CI	HILLCREST PKWY	NS	61.2	1.03	15:15	0.3	0.04	1.06	61.6	1.01	15:00	0.0	0.03	1.03
CHES	CHESAPEAKE EXPWY	HILLCREST PKWY	BATTLEFIELD BLVD (S OF GREAT BRI	NS	60.3	1.01	15:15	0.7	0.04	1.05	59.8	1.03	15:00	0.4	0.04	1.06
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (S OF GREAT BRI	HANBURY RD	NS	60.3	1.03	15:15	1.3	0.04	1.07	61.5	1.02	15:00	1.5	0.04	1.06
CHES	CHESAPEAKE EXPWY	HANBURY RD	MT PLEASANT RD	NS	59.8	1.04	16:30	1.3	0.04	1.06	61.5	1.01	15:00	0.7	0.05	1.06
CHES	CHESAPEAKE EXPWY	MT PLEASANT RD	BATTLEFIELD BLVD (N OF GREAT BR	NS	60.2	1.02	15:15	1.9	0.04	1.06	53.8	1.14	17:45	12.2	0.33	1.52
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (N OF GREAT BRI	DOMINION BLVD	NS	54.5	0.92	18:45	0.0	0.15	1.00	42.0	1.24	17:30	13.5	0.95	2.39
CHES	CHESAPEAKE EXPWY	DOMINION BLVD	I-64	NS	55.7	0.99	18:45	0.0	0.06	1.05	42.5	1.18	17:30	6.2	1.23	2.54
JCC	I-64	NEW KENT CL	RTE 30	EW	67.2	0.97	15:30	0.0	0.06	0.99	68.8	0.95	18:45	0.0	0.05	0.97
JCC	I-64	RTE 30	CROAKER RD (RTE 607)	EW	69.1	0.94	15:30	0.0	0.05	0.98	65.6	0.99	17:15	0.0	0.04	0.98
JCC	I-64	CROAKER RD (RTE 607)	YORK CL	EW	64.8	1.00	18:00	0.0	0.06	1.00	65.0	1.00	15:00	0.0	0.05	1.00
YC	I-64	JAMES CITY CL	RTE 199/646	EW	64.8	1.00	18:00	0.0	0.06	1.00	65.0	1.00	15:00	0.0	0.05	1.00
YC	I-64	RTE 199/646	RTE 143	EW	65.8	0.99	17:00	0.0	0.03	0.99	66.8	0.97	17:00	0.0	0.05	0.99
YC	I-64	RTE 143	RTE 199 (EAST OF WILLIAMSBURG)	EW	65.9	0.99	17:00	0.0	0.05	1.01	64.7	1.01	16:15	0.1	0.05	1.01
YC	I-64	RTE 199 (EAST OF WILLIAMSBURG)	GROVE CONNECTOR	EW	62.1	1.05	18:30	1.2	0.12	1.14	63.8	1.02	16:15	1.3	0.06	1.05
YC	I-64	GROVE CONNECTOR	JAMES CITY CL	EW	55.2	1.18	17:30	12.8	0.83	2.15	62.4	1.04	16:45	2.1	0.12	1.14
JCC	I-64	YORK CL	NEWPORT NEWS CL	EW	55.2	1.18	17:30	12.8	0.83	2.15	62.4	1.04	16:45	2.1	0.12	1.14
NN	I-64	JAMES CITY CL	RTE 143 (NORTH)	EW	55.2	1.18	17:30	12.8	0.83	2.15	62.4	1.04	16:45	2.1	0.12	1.14
NN	I-64	RTE 143 (NORTH)	YORKTOWN RD	EW	46.7	1.39	17:15	35.4	1.38	3.28	60.7	1.07	17:00	3.4	0.09	1.12
NN	I-64	YORKTOWN RD	FORT EUSTIS BLVD	EW	44.5	1.46	17:45	44.7	1.49	3.44	59.0	1.10	17:45	6.7	0.13	1.24
NN	I-64	FORT EUSTIS BLVD	JEFFERSON AVE	EW	59.6	1.09	17:30	8.9	0.27	1.35	49.3	1.32	17:45	31.3	0.86	2.31
NN	I-64	JEFFERSON AVE	OYSTER POINT RD	EW	62.9	1.03	15:00	1.4	0.06	1.05	48.3	1.35	17:30	30.1	1.47	3.29
NN	I-64	OYSTER POINT RD	J C MORRIS BLVD	EW	64.7	1.00	17:30	0.2	0.06	1.05	62.7	1.04	17:30	2.4	0.05	1.07
NN	I-64	J C MORRIS BLVD	HAMPTON CL	EW	64.0	1.00	17:30	0.1	0.07	1.07	59.0	1.09	16:30	11.5	0.15	1.18
HAM	I-64	NEWPORT NEWS CL	HRC PARKWAY	EW	64.0	1.00	17:30	0.1	0.07	1.07	59.0	1.09	16:30	11.5	0.15	1.18
HAM	I-64	HRC PARKWAY	MAGRUDER BLVD	EW	62.8	1.03	17:15	2.7	0.04	1.04	58.3	1.09	15:15	14.2	0.25	1.33
HAM	I-64	MAGRUDER BLVD	MERCURY BLVD	EW	59.5	1.07	16:45	10.8	0.04	1.04	59.5	1.07	15:15	14.7	0.05	1.09
HAM	I-64	MERCURY BLVD	I-664	EW	52.0	1.24	16:45	30.2	0.78	2.18	59.5	1.06	16:15	13.1	0.04	1.10
HAM	I-64	I-664	ARMISTEAD AVE	EW	35.6	1.75	17:30	83.7	3.40	7.66	61.4	1.04	16:45	5.1	0.05	1.07
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EW	30.1	2.09	17:45	96.6	3.13	8.35	62.5	1.01	18:15	1.4	0.05	1.06
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EW	16.6	3.66	16:45	209.1	2.87	10.00	61.7	1.02	18:45	2.1	0.05	1.07
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EW	17.3	3.38	16:30	214.0	1.92	6.11	59.8	1.04	18:45	2.5	0.08	1.09
HAM	I-64/HRBT	MALLORY ST	NORFOLK CL	EW	41.6	1.38	16:45	56.3	0.59	1.95	40.3	1.47	17:00	74.6	0.52	2.09
NOR	I-64/HRBT	HAMPTON CL	OCEAN VIEW AVE	EW	41.6	1.38	16:45	56.3	0.59	1.95	40.3	1.47	17:00	74.6	0.52	2.09
NOR	I-64	OCEAN VIEW AVE	4TH VIEW AVE	EW	52.2	1.19	16:00	12.0	0.52	1.80	28.1	2.17	16:00	170.4	0.91	3.34
NOR	I-64	4TH VIEW AVE	BAY AVE	EW	37.7	1.65	16:00	29.1	1.18	3.28	17.2	3.67	16:45	257.7	1.61	5.85
NOR	I-64	BAY AVE	GRANBY ST	EW	49.5	1.25	16:00	24.2	0.54	1.77	19.9	3.12	16:30	201.3	2.11	6.83
NOR	I-64	GRANBY ST	I-564/LITTLE CREEK RD	EW	33.6	1.85	16:45	57.1	1.37	4.34	25.9	2.40	16:30	116.7	2.65	8.47
NOR	I-64 REVERSIBLE LANES	I-564/LITTLE CREEK RD	TIDEWATER DR	EW	59.3	1.09	16:45	5.2	0.22	1.31	54.1	1.19	16:30	0.0	0.68	2.00
NOR	I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	EW	26.5	2.38	16:45	130.1	1.31	4.52	43.7	1.44	16:30	40.0	1.64	3.77
NOR	I-64 REVERSIBLE LANES	TIDEWATER DR	CHESAPEAKE BLVD	EW	56.3	1.15	17:00	4.4	0.45	1.68	62.5	1.04	17:15	0.0	0.02	1.06
NOR	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EW	28.4	2.18	16:45	125.2	1.35	3.76	53.9	1.16	16:45	19.4	0.05	1.13
NOR	I-64 REVERSIBLE LANES	CHESAPEAKE BLVD	NORVIEW AVE	EW	57.7	1.13	17:00	3.6	0.47	1.57	61.7	1.05	17:00	0.0	0.04	1.09
NOR	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EW	30.5	2.06	16:45	143.9	1.25	3.70	55.5	1.13	17:15	13.0	0.07	1.10
NOR	I-64 REVERSIBLE LANES	NORVIEW AVE	MILITARY HWY	EW	57.0	1.14	17:30	4.8	0.53	1.63	63.8	1.02	17:45	0.0	0.05	1.07
NOR	I-64	NORVIEW AVE	MILITARY HWY	EW	37.8	1.64	17:30	102.5	0.98	3.11	56.9	1.09	17:30	9.3	0.10	1.15
NOR	I-64 REVERSIBLE LANES	MILITARY HWY	NORTHAMPTON BLVD	EW	56.6	1.15	17:45	3.8	0.65	1.90	62.8	1.04	17:15	0.0	0.03	1.06
NOR	I-64	MILITARY HWY	NORTHAMPTON BLVD	EW	33.2	1.86	17:30	111.6	0.95	3.58	55.4	1.11	18:00	20.1	0.10	1.19
NOR	I-64 REVERSIBLE LANES	NORTHAMPTON BLVD	I-264	EW	57.8	1.13	16:15	5.9	0.45	1.63	56.9	1.14	18:00	0.0	0.21	1.38
NOR	I-64	NORTHAMPTON BLVD	I-264	EW	37.8	1.56	17:30	94.8	0.84	2.53	47.1	1.32	17:45	44.7	0.87	2.41

See page C-3 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Interstates and Freeways/Expressways - PM PEAK PERIOD

					PM PEAK PERIOD (2013)											
					NORTHBOUND/EASTBOUND						SOUTHBOUND/WESTBOUND					
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM SLOWEST TIME	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM SLOWEST TIME	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX
NOR	I-64	I-264	VA BEACH CL	EW	41.2	1.50	17:45	79.9	0.62	2.40	36.3	1.65	17:45	46.3	1.33	3.85
VB	I-64	NORFOLK CL	INDIAN RIVER RD	EW	41.2	1.50	17:45	79.9	0.62	2.40	36.3	1.65	17:45	46.3	1.33	3.85
VB	I-64	INDIAN RIVER RD	CHESEAPEAKE CL	EW	59.4	1.04	17:15	5.4	0.04	1.08	56.6	1.08	17:30	4.6	0.18	1.27
CHES	I-64	VA BEACH CL	GREENBRIER PKWY	EW	59.4	1.04	17:15	5.4	0.04	1.08	56.6	1.08	17:30	4.6	0.18	1.27
CHES	I-64	GREENBRIER PKWY	BATTLEFIELD BLVD	EW	38.3	1.61	16:15	72.7	2.29	5.28	62.8	0.99	17:45	0.0	0.06	1.04
CHES	I-64	BATTLEFIELD BLVD	I-464	EW	22.9	2.65	17:30	273.9	1.77	6.06	62.4	0.99	17:30	0.0	0.06	1.05
CHES	I-64	I-464	GEORGE WASHINGTON HWY	EW	48.2	1.27	16:00	41.2	0.51	1.92	57.2	1.07	17:15	5.4	0.27	1.36
CHES	I-64	GEORGE WASHINGTON HWY	MILITARY HWY	EW	57.2	1.08	17:45	7.7	0.46	1.57	47.4	1.29	17:00	27.2	1.06	2.57
CHES	I-64	MILITARY HWY	I-264&664	EW	52.2	1.17	17:30	11.5	0.82	2.09	50.0	1.22	17:15	18.2	1.06	2.50
CHES	I-264	I-64&664	WCL PORTSMOUTH	EW	61.3	1.01	18:45	0.0	0.05	1.05	59.2	1.03	16:30	2.6	0.09	1.12
PORT	I-264	WCL PORTSMOUTH	GREENWOOD DR	EW	61.3	1.01	18:45	0.0	0.05	1.05	59.2	1.03	16:30	2.6	0.09	1.12
PORT	I-264	GREENWOOD DR	VICTORY BLVD	EW	61.5	1.01	18:45	0.1	0.05	1.05	58.8	1.04	16:15	1.5	0.06	1.09
PORT	I-264	VICTORY BLVD	PORTSMOUTH BLVD	EW	60.2	1.02	17:15	0.5	0.08	1.09	60.6	1.03	16:30	2.1	0.06	1.07
PORT	I-264	PORTSMOUTH BLVD	FREDERICK BLVD	EW	58.8	1.05	17:00	2.1	0.10	1.14	60.2	1.03	15:15	4.2	0.07	1.10
PORT	I-264	FREDERICK BLVD	FUTURE MLK FWY	EW	43.2	1.41	16:45	27.9	1.32	3.27	58.0	1.06	17:15	5.8	0.05	1.08
PORT	I-264	FUTURE MLK FWY	DES MOINES AVE	EW	43.2	1.41	16:45	27.9	1.32	3.27	58.0	1.06	17:15	5.8	0.05	1.08
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EW	25.6	2.27	16:30	79.8	1.63	4.91	52.2	1.15	17:15	12.8	0.06	1.11
PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	NORFOLK CL	EW	22.7	2.20	16:30	155.6	0.63	3.28	26.4	1.90	17:15	199.9	0.42	2.51
NOR	I-264/DOWNTOWN TUNNEL	PORTSMOUTH CL	I-464	EW	22.7	2.20	16:30	155.6	0.63	3.28	26.4	1.90	17:15	199.9	0.42	2.51
NOR	I-264/BERKLEY BRIDGE	I-464	WATERSIDE/CITY HALL/TIDEWATER	EW	50.2	1.15	16:30	15.7	0.25	1.44	10.9	4.38	17:30	1100.4	1.05	6.68
NOR	I-264	WATERSIDE/CITY HALL/TIDEWATER	BRAMBLETON AVE	EW	50.2	1.20	17:45	28.3	0.42	1.69	15.1	3.87	16:30	278.2	1.40	7.95
NOR	I-264	BRAMBLETON AVE	BALLENTINE BLVD	EW	53.0	1.16	17:15	35.2	0.66	1.91	42.0	1.43	17:30	52.9	0.86	2.62
NOR	I-264	BALLENTINE BLVD	MILITARY HWY	EW	50.7	1.20	17:30	18.3	0.95	2.35	59.3	1.02	18:30	0.6	0.09	1.09
NOR	I-264	MILITARY HWY	I-64	EW	43.3	1.42	17:30	33.6	0.88	2.56	61.0	1.03	18:30	2.2	0.09	1.12
NOR	I-264	I-64	NEWTOWN RD/WCL VA. BEACH	EW	38.7	1.57	17:45	141.1	1.16	2.96	46.9	1.33	17:45	52.7	0.78	2.37
VB	I-264	NEWTOWN RD/ECL NORFOLK	WITCHDUCK RD	EW	39.7	1.56	17:30	137.9	0.84	2.43	49.8	1.28	17:30	29.2	0.88	2.30
VB	I-264	WITCHDUCK RD	INDEPENDENCE BLVD	EW	55.7	1.12	17:45	22.7	0.33	1.47	54.7	1.15	17:30	17.6	0.35	1.55
VB	I-264	INDEPENDENCE BLVD	ROSEMONT RD	EW	62.3	1.00	17:45	0.1	0.09	1.08	61.4	1.02	17:30	1.2	0.09	1.10
VB	I-264	ROSEMONT RD	LYNNHAVEN PKWY	EW	63.0	1.00	17:45	0.0	0.08	1.07	62.1	1.01	17:30	0.3	0.06	1.07
VB	I-264	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	60.6	1.03	17:45	2.5	0.16	1.19	58.6	1.05	17:15	3.4	0.06	1.07
VB	I-264	LONDON BRIDGE RD	LASKIN RD	EW	60.6	1.03	17:45	2.5	0.16	1.19	58.6	1.05	17:15	3.4	0.06	1.07
VB	I-264	LASKIN RD	FIRST COLONIAL RD	EW	62.9	0.99	18:45	0.0	0.05	1.04	61.2	1.03	17:30	0.7	0.06	1.06
VB	I-264	FIRST COLONIAL RD	S.E. PARKWAY CORRIDOR	EW	58.1	1.05	18:45	1.7	0.12	1.16	60.2	1.02	18:45	0.7	0.05	1.07
VB	I-264	S.E. PARKWAY CORRIDOR	BIRDNECK RD	EW	58.1	1.05	18:45	1.7	0.12	1.16	60.2	1.02	18:45	0.7	0.05	1.07
VB	I-264	BIRDNECK RD	PARKS AVE	EW	45.4	1.12	16:15	7.2	0.11	1.25	49.4	1.06	18:30	2.0	0.09	1.16
CHES	I-464	I-64	MILITARY HWY	NS	59.4	1.03	18:45	2.5	0.06	1.09	54.0	1.13	17:30	9.9	0.08	1.21
CHES	I-464	MILITARY HWY	FREEMAN AVE	NS	62.0	1.02	18:45	0.7	0.06	1.07	60.1	1.03	17:30	1.8	0.08	1.10
CHES	I-464	FREEMAN AVE	POINDEXTER ST	NS	61.8	1.02	17:45	1.2	0.06	1.08	62.3	1.01	18:45	0.5	0.06	1.06
CHES	I-464	POINDEXTER ST	NORFOLK CL	NS	59.0	1.03	17:30	2.8	0.08	1.12	60.3	1.03	18:30	2.8	0.07	1.10
NOR	I-464	CHESAPEAKE CL	SOUTH MAIN ST	NS	59.0	1.03	17:30	2.8	0.08	1.12	60.3	1.03	18:30	2.8	0.07	1.10
NOR	I-464	SOUTH MAIN ST	I-264	NS	51.6	1.12	16:30	7.4	0.17	1.31	52.7	1.08	17:30	9.1	0.14	1.22
NOR	I-564	ADMIRAL TAUSSIG BLVD	FUTURE INTERMODAL CONNECTOR	NS	50.6	1.03	18:30	0.4	0.06	1.06	49.3	1.01	16:30	0.2	0.30	1.28
NOR	I-564	FUTURE INTERMODAL CONNECTOR	INTERNATIONAL TERMINAL BLVD	NS	50.6	1.03	18:30	0.4	0.06	1.06	49.3	1.01	16:30	0.2	0.30	1.28
NOR	I-564	INTERNATIONAL TERMINAL BLVD	I-64	NS	51.7	1.00	18:45	0.0	0.09	1.06	32.7	1.54	16:30	33.6	1.29	3.34
CHES	I-664	I-64 & I-264	ROUTES 13/58/460	EW	60.2	1.03	17:30	3.3	0.07	1.10	43.9	1.39	17:30	48.6	0.76	2.41
CHES	I-664	ROUTES 13/58/460	DOCK LANDING RD	EW	58.9	1.06	17:30	5.1	0.05	1.10	54.8	1.14	17:30	16.5	0.28	1.43
CHES	I-664	DOCK LANDING RD	PORTSMOUTH BLVD	EW	58.7	1.07	17:30	6.7	0.25	1.35	59.5	1.06	15:15	4.6	0.08	1.11
CHES	I-664	PORTSMOUTH BLVD	PUGHSVILLE RD	EW	53.9	1.19	17:30	16.8	0.54	1.74	61.1	1.05	16:15	2.9	0.07	1.09
CHES	I-664	PUGHSVILLE RD	SUFFOLK CL	EW	43.1	1.49	17:30	40.5	1.00	2.82	60.1	1.06	17:15	3.4	0.04	1.06
SUF	I-664	CHESAPEAKE CL	BRIDGE RD	EW	43.1	1.49	17:30	40.5	1.00	2.82	60.1	1.06	17:15	3.4	0.04	1.06

See page C-3 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Interstates and Freeways/Expressways - PM PEAK PERIOD

					PM PEAK PERIOD (2013)											
					NORTHBOUND/EASTBOUND						SOUTHBOUND/WESTBOUND					
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM SLOWEST TIME	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM SLOWEST TIME	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PLANNING TIME INDEX
SUF	I-664	BRIDGE RD	WESTERN FWY	EW	45.4	1.40	17:30	30.0	1.09	2.93	60.6	1.05	17:15	2.3	0.07	1.10
SUF	I-664	WESTERN FWY	COLLEGE DR	EW	57.0	1.12	17:30	8.8	0.61	1.80	59.6	1.07	15:00	4.1	0.12	1.16
SUF	I-664/MMMBT	COLLEGE DR	NEWPORT NEWS CL	EW	53.0	1.17	16:15	18.4	0.17	1.37	59.7	1.02	15:00	0.7	0.14	1.15
NN	I-664/MMMBT	SUFFOLK CL	TERMINAL AVE	EW	53.0	1.17	16:15	18.4	0.17	1.37	59.7	1.02	15:00	0.7	0.14	1.15
NN	I-664	TERMINAL AVE	23RD ST	EW	12.4	4.76	16:15	140.0	1.75	7.56	61.7	1.00	16:30	0.1	0.07	1.06
NN	I-664	23RD ST	CHESTNUT AVE	EW	16.8	3.63	16:30	148.4	2.34	9.28	60.3	1.03	16:15	1.0	0.06	1.06
NN	I-664	CHESTNUT AVE	HAMPTON CL	EW	52.2	1.19	17:15	11.3	0.39	1.59	60.9	1.03	17:30	1.0	0.07	1.06
HAM	I-664	NEWPORT NEWS CL	ABERDEEN RD	EW	52.2	1.19	17:15	11.3	0.39	1.59	60.9	1.03	17:30	1.0	0.07	1.06
HAM	I-664	ABERDEEN RD	POWER PLANT PKWY	EW	60.9	1.04	17:15	1.9	0.04	1.05	59.2	1.06	17:00	4.1	0.15	1.17
HAM	I-664	POWER PLANT PKWY	I-64	EW	60.3	1.03	15:30	1.1	0.05	1.05	55.2	1.12	16:45	11.0	0.36	1.51
PORT	M L K FREEWAY	HIGH ST	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-
PORT	M L K FREEWAY	LONDON BLVD	WESTERN FREEWAY/MIDTOWN TUN	NS	47.6	1.09	15:00	5.9	0.10	1.15	47.1	1.10	16:30	5.1	0.08	1.16
CHES	ROUTE 13/58/460	SUFFOLK CL	I-664	EW	61.0	1.01	15:15	0.5	0.08	1.08	62.4	1.01	17:45	0.2	0.07	1.06
SUF	ROUTE 13/58/460	SUFFOLK BYPASS	CHESAPEAKE CL	EW	61.0	1.01	15:15	0.5	0.08	1.08	62.4	1.01	17:45	0.2	0.07	1.06
YC	ROUTE 199	I-64	MOORETOWN RD	EW	56.0	1.04	15:00	2.2	0.06	1.09	55.9	1.04	18:00	1.6	0.07	1.11
YC	ROUTE 199	MOORETOWN RD	JCC LINE (WESTSIDE)	EW	54.6	1.02	15:00	1.1	0.07	1.10	57.2	1.03	18:30	1.3	0.07	1.09
JCC	ROUTE 199	YORK CL	RICHMOND RD (RTE 60)	EW	54.6	1.02	15:00	1.1	0.07	1.10	57.2	1.03	18:30	1.3	0.07	1.09
JCC	ROUTE 199	RICHMOND RD (RTE 60)	LONGHILL RD (RTE 612)	EW	52.3	0.98	18:00	0.0	0.07	1.03	52.0	0.98	18:45	0.0	0.10	1.02
JCC	ROUTE 199	LONGHILL RD (RTE 612)	MONTICELLO AVE (RTE 321)	EW	51.6	0.97	18:00	0.0	0.09	1.01	51.9	0.97	18:30	0.0	0.09	1.01
JCC	ROUTE 199	MONTICELLO AVE (RTE 321)	JOHN TYLER HWY (RTE 5)	EW	44.0	1.14	17:15	8.9	0.17	1.34	50.1	1.00	18:00	0.0	0.07	1.05
SUF	SOUTHWEST SUFFOLK BYPASS	HOLLAND RD	CAROLINA RD	NS	60.5	1.02	15:30	0.3	0.03	1.05	58.5	1.01	15:00	0.3	0.04	1.05
SUF	SUFFOLK BYPASS	HOLLAND RD	PITCHKETTLE RD	EW	61.5	1.01	18:45	0.3	0.04	1.04	51.9	1.08	17:15	7.3	0.13	1.23
SUF	SUFFOLK BYPASS	PITCHKETTLE RD	PRUDEN BLVD	EW	61.9	1.02	18:45	0.7	0.05	1.07	62.5	1.01	18:00	0.2	0.04	1.04
SUF	SUFFOLK BYPASS	PRUDEN BLVD	GODWIN BLVD	EW	61.5	1.00	18:30	0.0	0.06	1.05	62.0	1.01	18:00	0.4	0.05	1.06
SUF	SUFFOLK BYPASS	GODWIN BLVD	WILROY RD	EW	63.0	1.00	18:30	0.1	0.04	1.04	60.8	1.04	17:30	1.0	0.07	1.11
SUF	SUFFOLK BYPASS	WILROY RD	ROUTES 13/58/460	EW	63.0	1.00	18:30	0.0	0.04	1.03	63.1	1.00	18:45	0.0	0.04	1.04
SUF	WESTERN FWY	BRIDGE RD	I-664	EW	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WESTERN FWY	I-664	COLLEGE DR	EW	56.5	1.05	15:45	2.9	0.04	1.07	55.2	1.04	17:45	2.8	0.05	1.08
SUF	WESTERN FWY	COLLEGE DR	PORTSMOUTH CL	EW	61.8	1.01	15:00	0.9	0.05	1.05	59.7	1.04	16:00	2.9	0.04	1.07
PORT	WESTERN FWY	SUFFOLK CL	TOWNE POINT RD	EW	61.8	1.01	15:00	0.9	0.05	1.05	59.7	1.04	16:00	2.9	0.04	1.07
PORT	WESTERN FWY	TOWNE POINT RD	CEDAR LN	EW	62.1	1.01	17:45	0.1	0.05	1.05	60.9	1.02	18:30	2.2	0.05	1.07
PORT	WESTERN FWY	CEDAR LN	APM BLVD	EW	58.6	1.02	16:45	0.5	0.05	1.07	58.8	1.03	17:30	1.7	0.06	1.06
PORT	WESTERN FWY	APM BLVD	WEST NORFOLK RD	EW	58.6	1.02	16:45	0.5	0.05	1.07	58.8	1.03	17:30	1.7	0.06	1.06
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EW	49.9	1.11	16:45	8.0	0.21	1.34	51.8	1.06	15:30	7.7	0.05	1.09

Data source: HRTPO analysis of INRIX data. Data reflects the weekday average (Tuesdays – Thursdays) for the entire year of 2013.

LEGEND

PEAK SLOWEST SPEED – This column shows the slowest average 15-minute interval speed during the peak period.
PEAK MAX TTI – This column shows the highest 15-minute Travel Time Index (TTI) during the peak period, as described on page 28.
SLOWEST TIME – This is the 15-minute interval during the peak period when the slowest average speed and highest travel time index occurred.
PEAK PERIOD TOTAL DELAY – This column shows the total amount of delay in hours that occurs during the peak period per mile of roadway, as described on page 43.
PEAK MAX BUFFER INDEX – This column shows the highest 15-minute Buffer Index (which is a measure of reliability) during the peak period, as described on page 46.
PEAK MAX PLANNING TIME INDEX - This column shows the highest 15-minute Planning Time Index (which is another measure of reliability) during the peak period, as described on page 46.

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	22ND ST	LIBERTY ST	BERKLEY AVE/NORFOLK CL	EW	22.1	1.18	17:30	0.09	3.4	0.12	1.31	25.9	1.16	15:00	0.07	6.6	0.11	1.28
CHES	AIRLINE BLVD	I-664	JOLLIFF RD	EW	38.8	1.06	17:15	-0.02	1.9	0.06	1.10	37.5	1.05	15:00	-0.01	1.4	0.05	1.08
CHES	AIRLINE BLVD	JOLLIFF RD	PORTSMOUTH CL	EW	38.8	1.06	17:15	-0.01	1.1	0.06	1.10	37.5	1.05	15:00	-0.01	0.9	0.05	1.08
CHES	ATLANTIC AVE	CAMPOSTELLA RD	PROVIDENCE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ATLANTIC AVE	PROVIDENCE RD	OLD ATLANTIC AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ATLANTIC AVE	OLD ATLANTIC AVE	CAMPOSTELLA RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	DOMINION BLVD	GREAT BRIDGE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	MILITARY HWY	FREEMAN AVE	NS	30.5	1.07	16:15	-0.06	2.7	0.11	1.18	33.6	1.07	15:45	-0.13	4.6	0.14	1.22
CHES	BAINBRIDGE BLVD	FREEMAN AVE	SWAIN AVE	NS	27.3	1.21	16:45	0.11	6.0	0.19	1.38	29.8	1.07	15:00	-0.02	2.4	0.09	1.13
CHES	BAINBRIDGE BLVD	SWAIN AVE	CHESAPEAKE DR	NS	27.3	1.21	16:45	0.08	6.0	0.19	1.38	29.8	1.07	15:00	-0.04	2.4	0.09	1.13
CHES	BAINBRIDGE BLVD	CHESAPEAKE DR	POINDEXTER ST	NS	27.3	1.21	16:45	0.12	4.8	0.19	1.38	29.8	1.07	15:00	-0.02	2.2	0.09	1.13
CHES	BAINBRIDGE BLVD	POINDEXTER ST	NORFOLK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BALLAHACK RD	GEORGE WASHINGTON HWY	OLD BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	NORTH CAROLINA STATE LINE	BALLAHACK RD	NS	53.7	1.08	15:15	0.01	2.5	0.09	1.18	51.9	1.06	15:15	-0.04	4.0	0.09	1.16
CHES	BATTLEFIELD BLVD	BALLAHACK RD	GALLBUSH RD	NS	48.6	1.15	16:30	0.08	5.3	0.13	1.30	47.8	1.13	16:45	0.01	8.7	0.10	1.23
CHES	BATTLEFIELD BLVD	GALLBUSH RD	INDIAN CREEK RD	NS	49.0	1.02	17:30	-0.07	0.3	0.05	1.06	50.5	0.99	15:15	-0.13	0.0	0.04	1.03
CHES	BATTLEFIELD BLVD	INDIAN CREEK RD	CENTERVILLE TNPK	NS	47.8	1.03	18:45	-0.05	1.3	0.06	1.09	47.3	1.03	16:45	-0.15	1.6	0.06	1.08
CHES	BATTLEFIELD BLVD	CENTERVILLE TNPK	HILLCREST PKWY	NS	42.3	1.13	16:00	-0.05	6.1	0.06	1.20	43.1	1.09	16:00	-0.10	5.2	0.14	1.24
CHES	BATTLEFIELD BLVD	HILLCREST PKWY	PEACEFUL RD/HILLWELL RD	NS	43.2	1.07	16:30	-0.01	1.6	0.03	1.10	42.9	1.05	17:45	-0.02	1.0	0.04	1.09
CHES	BATTLEFIELD BLVD	PEACEFUL RD/HILLWELL RD	HANBURY RD	NS	43.2	1.07	16:30	-0.01	1.6	0.03	1.10	42.9	1.05	17:45	-0.02	1.0	0.04	1.09
CHES	BATTLEFIELD BLVD	HANBURY RD	JOHNSTOWN RD	NS	32.1	1.12	16:00	-0.06	6.1	0.08	1.20	32.9	1.19	16:30	0.02	9.0	0.08	1.26
CHES	BATTLEFIELD BLVD	JOHNSTOWN RD	CEDAR RD	NS	25.2	1.31	17:45	0.11	36.2	0.25	1.57	25.2	1.30	17:15	0.07	41.3	0.17	1.50
CHES	BATTLEFIELD BLVD	CEDAR RD	GREAT BRIDGE BLVD/KEMPSVILLE RD	NS	31.9	1.19	15:15	0.03	16.5	0.24	1.45	21.3	1.74	17:30	0.51	87.9	0.62	2.73
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	GREAT BRIDGE BYPASS	NS	36.0	1.08	15:30	-0.06	10.4	0.16	1.26	28.2	1.41	17:30	0.26	41.2	0.35	1.87
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BYPASS	VOLVO PKWY	NS	33.8	1.15	15:00	0.02	12.7	0.19	1.36	30.6	1.33	17:30	0.14	43.3	0.55	2.06
CHES	BATTLEFIELD BLVD	VOLVO PKWY	I-64	NS	35.5	1.14	15:15	-0.03	22.7	0.20	1.37	23.0	1.48	17:00	0.28	103.1	0.55	2.24
CHES	BATTLEFIELD BLVD	I-64	MILITARY HWY	NS	42.4	1.09	16:45	-0.04	8.5	0.12	1.22	37.3	1.21	17:45	0.07	18.3	0.34	1.60
CHES	BATTLEFIELD BLVD	MILITARY HWY	CAMPOSTELLA RD	NS	30.8	1.24	17:00	0.10	15.5	0.12	1.36	33.5	1.13	17:15	-0.01	8.9	0.14	1.25
CHES	BENEFIT RD	JOHNSTOWN RD	SIGN PINE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BLACKWATER RD	VIRGINIA BEACH CL	FENTRESS AIRFIELD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BRIDGE RD	SUFFOLK CL	CHURCHLAND BLVD	EW	33.7	1.13	15:30	-0.01	10.9	0.13	1.27	31.1	1.12	17:00	-0.02	10.3	0.08	1.21
CHES	BRUCE RD	TAYLOR RD	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BUTTS STATION RD	KEMPSVILLE RD	ELBOW RD	EW	40.6	1.06	17:30	-0.11	3.3	0.07	1.13	40.7	1.06	15:30	-0.04	2.0	0.09	1.15
CHES	BUTTS STATION RD	ELBOW RD	CENTERVILLE TNPK	EW	40.2	1.14	17:30	-0.03	6.0	0.33	1.50	42.3	1.06	15:45	-0.03	1.7	0.09	1.15
CHES	CAMPOSTELLA RD	GREAT BRIDGE BLVD	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	MILITARY HWY	BATTLEFIELD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	BATTLEFIELD BLVD	PROVIDENCE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	PROVIDENCE RD	ATLANTIC AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	ATLANTIC AVE	NORFOLK CL/BERKELY AVE EXT	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CANAL DR	MILITARY HWY	GEORGE WASHINGTON HWY	NS	30.3	1.06	16:45	-0.05	2.6	0.13	1.19	28.3	1.09	18:00	0.00	6.1	0.14	1.25
CHES	CAVALIER BLVD	MILITARY HWY	PORTSMOUTH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	SHIPYARD RD/MOSES GRANDY TR	SCENIC PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	SCENIC PKWY	MOSES GRANDY TRAIL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	DOMINION BLVD	BELLS MILL RD (WEST)	EW	34.2	1.17	16:15	0.03	13.0	0.09	1.26	34.4	1.13	17:15	-0.02	12.4	0.08	1.21
CHES	CEDAR RD	BELLS MILL RD (WEST)	BELLS MILL RD (EAST)	EW	34.2	1.17	16:15	0.06	13.1	0.09	1.26	34.4	1.13	17:15	-0.05	16.1	0.08	1.21
CHES	CEDAR RD	BELLS MILL RD (EAST)	BRIARFIELD DR	EW	34.2	1.17	16:15	0.05	12.7	0.09	1.26	34.4	1.13	17:15	-0.02	11.4	0.08	1.21
CHES	CEDAR RD	BRIARFIELD DR	BATTLEFIELD BLVD	EW	34.2	1.17	16:15	-0.05	12.7	0.09	1.26	34.4	1.13	17:15	-0.19	11.4	0.08	1.21
CHES	CENTERVILLE TNPK	BATTLEFIELD BLVD	ETHRIDGE MANOR BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	ETHRIDGE MANOR BLVD	MT PLEASANT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	CENTERVILLE TNPK	MT PLEASANT RD	BUTTS STATION RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	BUTTS STATION RD	ELBOW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	ELBOW RD	S.E. PARKWAY CORRIDOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	S.E. PARKWAY CORRIDOR	VA BEACH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CHURCHLAND BLVD	WESTERN BRANCH BLVD	TOWN POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CHURCHLAND BLVD	TOWN POINT RD	PORTSMOUTH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	DOCK LANDING RD	JOLLIFF RD	I-664	EW	40.7	1.08	16:30	0.00	1.3	0.07	1.13	-	-	-	-	-	-	-
CHES	DOCK LANDING RD	I-664	EAGLE HILL DR	EW	35.8	1.05	18:30	-0.04	1.3	0.04	1.07	36.5	1.06	16:00	-0.03	1.0	0.05	1.11
CHES	DOCK LANDING RD	EAGLE HILL DR	PORTSMOUTH BLVD	NS	35.8	1.05	18:30	-0.06	1.2	0.04	1.07	36.5	1.06	16:00	-0.07	1.3	0.05	1.11
CHES	DOMINION BLVD	GEORGE WASHINGTON HWY	CEDAR RD	NS	41.0	0.94	16:00	-0.14	0.0	0.00	1.00	37.0	1.10	16:00	0.00	3.2	0.00	1.28
CHES	DOMINION BLVD/STEEL BRIDGE	CEDAR RD	BAINBRIDGE BLVD	NS	37.0	1.06	15:00	-0.13	3.3	0.04	1.26	27.0	1.46	17:00	0.20	37.4	0.02	2.17
CHES	DOMINION BLVD	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	NS	37.0	1.06	15:00	-0.14	3.3	0.04	1.26	27.0	1.46	17:00	0.26	29.6	0.02	2.17
CHES	EDINBURGH PKWY/ST BRIDES RD	SIGN PINE RD	HILLCREST PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ELBOW RD	BUTTS STATION RD	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ELBOW RD	CENTERVILLE TNPK	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ETHERIDGE MANOR RD	HILLWELL RD	RIVER GATE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ETHERIDGE MANOR RD	RIVER GATE RD	CENTERVILLE TPKE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	FENTRESS AIRFIELD RD	BLACKWATER RD	MOUNT PLEASANT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	FREEMAN AVE	I-464	BAINBRIDGE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	GEORGE WASHINGTON HWY	NORTH CAROLINA STATE LINE	DOMINION BLVD	NS	60.7	1.02	15:00	-0.04	0.2	0.04	1.05	60.2	1.01	15:15	-0.06	0.2	0.03	1.04
CHES	GEORGE WASHINGTON HWY	DOMINION BLVD	GW HWY RELOCATED	NS	48.3	1.13	16:00	0.08	0.7	0.05	1.16	49.1	1.09	18:45	0.04	1.5	0.06	1.13
CHES	GEORGE WASHINGTON HWY	GW HWY RELOCATED	MOSES GRANDY TR @ HINTON AVE	NS	48.3	1.13	16:00	0.08	0.7	0.05	1.16	49.1	1.09	18:45	0.04	1.5	0.06	1.13
CHES	GW HWY (DEEP CREEK BRIDGE)	MOSES GRANDY TR @ HINTON AVE	MILL CREEK PKWY	NS	32.1	1.13	15:45	-0.07	8.9	0.12	1.26	19.2	1.66	17:00	0.45	53.4	0.45	2.41
CHES	GEORGE WASHINGTON HWY	MILL CREEK PKWY	WILLOWOOD DR	NS	32.1	1.13	15:45	0.00	8.9	0.12	1.26	19.2	1.66	17:00	0.53	53.4	0.45	2.41
CHES	GEORGE WASHINGTON HWY	WILLOWOOD DR	I-64	NS	32.1	1.13	15:45	0.00	8.9	0.12	1.26	19.2	1.66	17:00	0.53	53.4	0.45	2.41
CHES	GEORGE WASHINGTON HWY	I-64	MILITARY HWY	NS	28.4	1.27	16:00	0.15	15.1	0.21	1.54	36.4	1.32	16:00	0.16	22.8	0.16	1.53
CHES	GEORGE WASHINGTON HWY	MILITARY HWY	CANAL DR	NS	28.2	1.20	16:00	0.07	9.1	0.12	1.35	23.9	1.35	16:15	0.15	16.3	0.19	1.55
CHES	GEORGE WASHINGTON HWY	CANAL DR	PORTSMOUTH CL	NS	28.5	1.23	16:15	0.10	14.6	0.23	1.51	29.2	1.16	16:15	-0.04	15.6	0.10	1.28
CHES	GREAT BRIDGE BLVD	BAINBRIDGE BLVD	CAMPOSTELLA RD	EW	30.3	1.11	15:15	0.02	1.5	0.07	1.18	30.4	1.14	15:15	0.04	2.1	0.07	1.20
CHES	GREAT BRIDGE BLVD	CAMPOSTELLA RD	I-64	EW	30.3	1.11	15:15	-0.02	4.7	0.07	1.18	30.4	1.14	15:15	0.01	4.8	0.07	1.20
CHES	GREAT BRIDGE BLVD	I-64	DOMINION BLVD	EW	28.1	1.11	17:15	-0.06	6.9	0.14	1.23	30.9	1.17	15:30	0.05	5.5	0.15	1.33
CHES	GREAT BRIDGE BLVD	DOMINION BLVD	RIVERWALK PKWY WEST	EW	30.5	1.19	17:15	0.08	8.2	0.12	1.32	32.9	1.10	16:00	-0.03	6.0	0.08	1.18
CHES	GREAT BRIDGE BLVD	RIVERWALK PKWY WEST	BATTLEFIELD BLVD	EW	30.5	1.19	17:15	0.04	8.2	0.12	1.32	32.9	1.10	16:00	-0.11	6.0	0.08	1.18
CHES	GREENBRIER PKWY	KEMPSVILLE RD	VOLVO PKWY	NS	35.2	1.22	15:45	0.05	21.1	0.16	1.39	30.1	1.40	17:30	0.27	17.9	0.41	1.98
CHES	GREENBRIER PKWY	VOLVO PKWY	EDEN WAY	NS	29.5	1.34	17:30	0.17	49.5	0.21	1.62	21.4	1.64	17:45	0.50	73.4	0.33	2.04
CHES	GREENBRIER PKWY	EDEN WAY	I-64	NS	29.5	1.34	17:30	0.05	95.5	0.21	1.62	21.4	1.64	17:45	0.44	139.0	0.33	2.04
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR	NS	24.0	1.43	16:15	0.22	109.4	0.16	1.59	30.0	1.39	17:45	0.26	35.5	0.30	1.80
CHES	GREENBRIER PKWY	WOODLAKE DR	MILITARY HWY	NS	24.0	1.43	16:15	0.30	49.3	0.16	1.59	30.0	1.39	17:45	0.27	29.5	0.30	1.80
CHES	HANBURY RD	JOHNSTOWN RD	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HANBURY RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HANBURY RD	CHESAPEAKE EXPRESSWAY	HILLWELL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HILLCREST PKWY	EDINBURGH PKWY	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HILLCREST PKWY	CHESAPEAKE EXPRESSWAY	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	INDIAN RIVER RD	NORFOLK CL	KEMP LANE	EW	35.2	1.08	15:00	-0.02	6.4	0.04	1.12	34.3	1.10	16:00	0.00	5.9	0.06	1.16
CHES	INDIAN RIVER RD	KEMP LANE	VA BEACH CL	EW	31.5	1.17	16:30	0.03	17.1	0.11	1.26	33.8	1.12	17:00	-0.02	11.6	0.07	1.18
CHES	JOHNSTOWN RD	BENEFIT RD	STONEGATE PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	STONEGATE PKWY	HANBURY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	HANBURY RD	PARKER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	PARKER RD	BATTLEFIELD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOLLIFF RD	AIRLINE BLVD	DOCK LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	JOLLIFF RD	DOCK LANDING RD	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	KEMPSVILLE RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	33.2	1.17	15:45	0.07	13.6	0.15	1.34	28.2	1.38	17:30	0.24	46.9	0.23	1.65
CHES	KEMPSVILLE RD	CHESAPEAKE EXPRESSWAY	GREENBRIER PKWY	EW	33.2	1.17	15:45	0.09	16.3	0.15	1.34	28.2	1.38	17:30	0.28	42.1	0.23	1.65
CHES	KEMPSVILLE RD	GREENBRIER PKWY	VOLVO PKWY	EW	41.9	1.07	15:15	0.00	4.9	0.04	1.11	40.7	1.08	15:00	0.01	5.8	0.04	1.12
CHES	KEMPSVILLE RD	VOLVO PKWY	VA BEACH CL	EW	36.1	1.16	17:30	0.06	13.3	0.13	1.31	37.1	1.10	15:15	0.02	7.3	0.08	1.19
CHES	LIBERTY ST	SCL NORFOLK	22ND ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	LIBERTY ST	22ND ST	POINDEXTER RD	EW	18.0	1.39	15:00	0.26	12.2	0.24	1.59	17.8	1.41	17:30	0.28	12.6	0.17	1.59
CHES	LIBERTY ST	POINDEXTER RD	OLD ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	LIBERTY ST	OLD ATLANTIC AVE	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	AIRLINE BLVD	I-64	EW	37.9	1.06	18:45	0.01	1.3	0.09	1.13	37.0	1.03	15:15	-0.02	0.6	0.06	1.07
CHES	MILITARY HWY	I-64	CAVALIER BLVD	EW	33.8	1.24	15:30	0.16	11.9	0.27	1.55	34.7	1.10	18:00	0.03	4.3	0.16	1.24
CHES	MILITARY HWY	CAVALIER BLVD	GEORGE WASHINGTON HWY	EW	40.4	1.29	15:00	0.22	12.2	0.17	1.48	32.4	1.23	17:45	0.16	11.8	0.18	1.41
CHES	MILITARY HWY	GEORGE WASHINGTON HWY	CANAL DR	EW	39.0	1.09	16:15	0.01	4.6	0.11	1.21	35.3	1.16	17:00	0.08	8.2	0.19	1.34
CHES	MILITARY HWY/GILMERTON BRIDG	CANAL DR	BAINBRIDGE BLVD	EW	29.8	1.42	16:15	0.31	21.5	0.24	1.65	35.8	1.23	16:45	0.11	16.3	0.18	1.41
CHES	MILITARY HWY	BAINBRIDGE BLVD	I-464	EW	35.6	1.17	16:15	0.01	16.6	0.22	1.42	24.3	1.81	16:00	0.69	66.7	0.98	3.56
CHES	MILITARY HWY	I-464	CAMPOSTELLA RD	EW	32.1	1.25	16:45	0.08	13.9	0.44	1.80	28.6	1.41	17:30	0.29	22.4	0.56	2.13
CHES	MILITARY HWY	CAMPOSTELLA RD	BATTLEFIELD BLVD	EW	41.1	1.05	17:15	-0.08	3.1	0.09	1.14	36.6	1.21	17:15	0.04	12.7	0.47	1.75
CHES	MILITARY HWY	BATTLEFIELD BLVD	ALLISON DR	EW	32.3	1.20	17:15	0.09	14.8	0.13	1.33	33.6	1.18	17:30	0.06	14.8	0.15	1.33
CHES	MILITARY HWY	ALLISON DR	GREENBRIER PKWY	EW	32.3	1.20	17:15	0.06	15.0	0.13	1.33	33.6	1.18	17:30	0.03	15.4	0.15	1.33
CHES	MILITARY HWY	GREENBRIER PKWY	VA BEACH CL	EW	31.4	1.21	17:45	0.07	22.3	0.13	1.37	28.8	1.32	17:30	0.14	31.8	0.23	1.62
CHES	MLK HWY (FORMER DOMINION B	GREAT BRIDGE BLVD	CHESAPEAKE EXPRESSWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOSES GRANDY TRAIL	GW HWY @ HINTON AVE	SHIPYARD/CEDAR RD/GW HWY RELO	EW	40.0	1.10	16:15	-0.06	4.4	0.05	1.16	40.0	1.10	18:00	-0.07	4.7	0.08	1.17
CHES	MOSES GRANDY TRAIL	SHIPYARD RD/CEDAR RD	CEDAR RD	EW	40.0	1.10	16:15	0.02	4.4	0.05	1.16	40.0	1.10	18:00	0.02	4.7	0.08	1.17
CHES	MOSES GRANDY TRAIL	CEDAR RD	DOMINION BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOUNT PLEASANT RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	35.6	1.08	16:30	-0.04	5.1	0.05	1.13	34.3	1.12	17:30	-0.03	10.2	0.11	1.25
CHES	MOUNT PLEASANT RD	CHESAPEAKE EXPRESSWAY	CENTERVILLE TNPK	EW	36.4	1.12	17:30	-0.03	6.3	0.09	1.22	38.0	1.12	17:45	-0.02	6.3	0.08	1.21
CHES	MOUNT PLEASANT RD	CENTERVILLE TNPK	FENTRESS AIRFIELD RD	EW	47.4	1.03	15:30	-0.05	0.5	0.03	1.06	47.4	1.05	16:30	-0.07	1.3	0.04	1.08
CHES	MOUNT PLEASANT RD	FENTRESS AIRFIELD RD	VA BEACH CL	EW	46.6	1.05	16:45	-0.03	1.0	0.05	1.09	46.6	1.05	17:30	-0.05	1.6	0.07	1.12
CHES	OLD ATLANTIC AVE	ATLANTIC AVE	LIBERTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	OLD BATTLEFIELD BLVD	BALLAHACK RD	BATTLEFIELD BLVD	NS	26.4	1.44	17:30	0.37	1.1	0.12	1.57	33.8	1.21	15:45	0.14	0.8	0.04	1.23
CHES	POINDEXTER ST	PORTSMOUTH CL	I-464	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	POINDEXTER ST	I-464	BAINBRIDGE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	POINDEXTER ST	BAINBRIDGE BLVD	LIBERTY ST	EW	17.7	1.36	17:15	0.23	13.3	0.12	1.51	18.0	1.17	15:00	0.04	8.4	0.07	1.23
CHES	POPLAR HILL RD	WESTERN BRANCH BLVD	CHURCHLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PORTSMOUTH BLVD	SUFFOLK CL	JOLLIFF RD	EW	40.6	1.04	18:15	-0.05	1.8	0.04	1.08	37.1	1.10	17:00	-0.03	5.2	0.05	1.13
CHES	PORTSMOUTH BLVD	JOLLIFF RD	I-664	EW	40.6	1.04	18:15	-0.04	2.8	0.04	1.08	37.1	1.10	17:00	0.00	8.0	0.05	1.13
CHES	PORTSMOUTH BLVD	I-664	TAYLOR RD	EW	26.5	1.25	16:30	0.10	25.4	0.15	1.38	31.4	1.15	17:00	0.00	13.9	0.10	1.25
CHES	PORTSMOUTH BLVD	TAYLOR RD	DOCK LANDING RD	EW	26.5	1.25	16:30	0.09	30.1	0.15	1.38	31.4	1.15	17:00	-0.02	18.2	0.10	1.25
CHES	PORTSMOUTH BLVD	DOCK LANDING RD	PORTSMOUTH CL	EW	32.6	1.14	17:15	-0.03	14.9	0.07	1.20	31.4	1.15	17:00	-0.03	19.9	0.10	1.25
CHES	PROVIDENCE RD	ATLANTIC AVE	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PROVIDENCE RD	CAMPOSTELLA RD	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PUGHSVILLE RD	SUFFOLK CL	I-664	EW	33.1	1.13	17:00	0.04	3.5	0.07	1.20	34.9	1.03	15:00	-0.06	1.3	0.03	1.05
CHES	PUGHSVILLE RD	I-664	TAYLOR RD	EW	28.0	1.29	17:15	0.14	24.1	0.18	1.45	35.1	1.10	16:15	-0.01	6.3	0.15	1.27
CHES	SIGN PINE RD	EDINBURGH PKWY	BENEFIT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	TAYLOR RD	PORTSMOUTH BLVD	ELIZABETH HARBOR RD	NS	30.4	1.12	17:00	-0.03	12.3	0.05	1.17	29.2	1.13	16:00	-0.02	11.3	0.05	1.18
CHES	TAYLOR RD	ELIZABETH HARBOR RD	BRUCE RD	NS	30.4	1.12	17:00	-0.03	12.3	0.05	1.17	29.2	1.13	16:00	-0.02	11.3	0.05	1.18
CHES	TAYLOR RD	BRUCE RD	PUGHSVILLE RD	NS	29.0	1.12	16:45	-0.02	11.4	0.08	1.19	28.1	1.10	15:30	-0.03	11.7	0.09	1.19
CHES	TAYLOR RD	PUGHSVILLE RD	WESTERN BRANCH BLVD	NS	35.1	1.05	16:45	-0.05	2.6	0.04	1.09	33.5	1.06	15:45	-0.04	3.0	0.04	1.10
CHES	TOWN POINT RD	PORTSMOUTH CL	CHURCHLAND BLVD	EW	25.9	1.16	17:00	-0.03	12.3	0.18	1.36	27.6	1.14	17:00	-0.02	12.7	0.15	1.30
CHES	TYRE NECK RD	BRUCE RD	SILVERWOOD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
CHES	TYRE NECK RD	SILVERWOOD BLVD	PORTSMOUTH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	VOLVO PKWY	BATTLEFIELD BLVD	GREENBRIER PKWY	EW	25.0	1.27	17:30	0.12	23.8	0.16	1.48	23.6	1.35	17:15	0.21	27.3	0.27	1.71
CHES	VOLVO PKWY	GREENBRIER PKWY	EDEN WAY	EW	31.2	1.22	17:30	0.03	22.3	0.08	1.31	32.1	1.18	16:00	0.06	12.5	0.13	1.32
CHES	VOLVO PKWY	EDEN WAY	KEMPSVILLE RD	EW	31.2	1.22	17:30	0.01	25.0	0.08	1.31	32.1	1.18	16:00	0.06	14.7	0.13	1.32
CHES	VOLVO PKWY	KEMPSVILLE RD	VA BEACH CL	EW	34.8	1.06	16:45	-0.04	2.5	0.05	1.10	35.0	1.11	15:00	0.03	2.9	0.08	1.20
CHES	WESTERN BRANCH BLVD	CHURCHLAND BLVD	TAYLOR RD	EW	29.9	1.14	18:30	0.02	9.9	0.09	1.21	29.5	1.19	17:30	0.06	14.3	0.10	1.28
CHES	WESTERN BRANCH BLVD	TAYLOR RD	PORTSMOUTH CL	EW	29.9	1.14	18:30	0.02	10.3	0.09	1.21	29.5	1.19	17:30	0.06	16.2	0.10	1.28
FR	ARMORY DR	ROUTE 58	BAILEY DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	ARMORY DR	BAILEY DR	COLLEGE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	ARMORY DR	COLLEGE DR	GARDNER ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	ARMORY DR/SECOND AVE	GARDNER ST	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST	SOUTHAMPTON CL	COLLEGE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST	COLLEGE DR	HOMESTEAD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST	HOMESTEAD RD	LEE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	CLAY ST/FOURTH AVE	LEE ST	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	COLLEGE DR	SOUTH ST	ARMORY DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	COLLEGE DR	ARMORY DR	CLAY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	FAIRVIEW DR	HUNTERDALE RD	CRESENT DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	FAIRVIEW DR	CRESENT DR	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	FOURTH AVE/MECHANIC ST	HIGH ST	SECOND AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	SOUTH ST	SECOND AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	SECOND AVE	FOURTH AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	FOURTH AVE	HOMESTEAD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HIGH ST	HOMESTEAD RD	FAIRVIEW DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	HUNTERDALE RD	CLAY ST	FAIRVIEW DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	MAIN ST	SOUTH ST	SECOND AVE	NS	29.7	1.21	17:30	0.12	1.7	0.11	1.34	26.2	1.13	18:00	0.05	1.0	0.07	1.16
FR	PRETLOW ST	ROUTE 58	MORTON ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	PRETLOW ST	MORTON ST	LAUREL ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	PRETLOW ST	LAUREL ST	SOUTH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	SECOND AVE	HIGH ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FR	SECOND AVE	MAIN ST	MECHANIC ST	EW	34.6	1.08	16:30	-0.04	1.4	0.03	1.10	33.9	1.09	17:15	-0.06	2.2	0.04	1.13
FR	SECOND AVE	MECHANIC ST	ISLE OF WIGHT CL	EW	34.6	1.08	16:30	-0.02	2.1	0.03	1.10	33.9	1.09	17:15	-0.04	3.5	0.04	1.13
FR	SOUTH ST	ROUTE 58	COLLEGE DR	EW	29.7	1.21	17:30	0.11	4.0	0.11	1.34	26.2	1.13	18:00	0.04	2.2	0.07	1.16
FR	SOUTH ST	COLLEGE DR	PRETLOW ST	EW	29.7	1.21	17:30	0.07	6.3	0.11	1.34	26.2	1.13	18:00	-0.02	3.9	0.07	1.16
FR	SOUTH ST	PRETLOW ST	HIGH ST	EW	29.7	1.21	17:30	0.09	4.0	0.11	1.34	26.2	1.13	18:00	0.02	2.4	0.07	1.16
FR	SOUTH ST	HIGH ST	MAIN ST	EW	29.7	1.21	17:30	0.12	1.9	0.11	1.34	26.2	1.13	18:00	0.04	1.4	0.07	1.16
GLO	BELROI RD	HICKORY FORK RD	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	GUINEA RD	ROUTE 17	MARYUS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	HICKORY FORK RD	ROUTE 17	BELROI RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 17 (COLEMAN BRIDGE)	YORK CL	RTE 216 (GUINEA RD)	NS	45.6	1.12	17:00	-0.07	12.8	0.12	1.25	47.3	1.10	16:30	0.01	5.4	0.11	1.22
GLO	RTE 17	RTE 216 (GUINEA RD)	RTE 614 (HICKORY FORK RD)	NS	45.6	1.12	17:00	-0.08	13.0	0.12	1.25	47.3	1.10	16:30	-0.01	6.7	0.11	1.22
GLO	RTE 17	RTE 614 (HICKORY FORK RD)	RTE 17 BUS S (MAIN ST)	NS	46.8	1.15	15:00	0.05	12.1	0.14	1.30	47.8	1.11	15:00	0.02	6.2	0.10	1.22
GLO	RTE 17	RTE 17 BUS S (MAIN ST)	RTE 17 BUS N (MAIN ST)	NS	51.2	1.05	15:00	-0.03	2.7	0.09	1.14	48.5	1.05	15:00	-0.03	1.7	0.12	1.18
GLO	RTE 17	RTE 17 BUS N (MAIN ST)	RTE 606 (ARK RD)	NS	53.1	1.04	15:00	-0.05	1.2	0.06	1.10	50.6	1.08	16:15	0.00	2.6	0.08	1.17
GLO	MAIN ST (BUS RTE 17)	RTE 17 (SOUTH INTERSECTION)	RTE 3/14E	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 3/14	RTE 17 BUS	COW CREEK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 3/14	COW CREEK	MATHEWS CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 14	KING AND QUEEN CL	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 17	RTE 606 (ARK RD)	ROUTE 14	NS	58.8	1.02	15:45	-0.05	0.3	0.04	1.06	57.6	1.04	16:00	-0.03	0.7	0.07	1.10
GLO	RTE 17	ROUTE 14	ROUTES 33/198	NS	57.3	1.06	16:00	0.01	0.8	0.15	1.21	57.9	1.05	15:30	0.00	0.6	0.18	1.24

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Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
GLO	RTE 17	ROUTES 33/198	MIDDLESEX CL	NS	55.2	1.03	15:30	-0.03	0.9	0.06	1.08	54.5	1.04	15:30	-0.02	0.8	0.08	1.13
GLO	RTE 33	KING AND QUEEN CL	ROUTE 17	EW	53.0	1.00	15:15	-0.06	0.0	0.06	1.04	51.9	1.02	18:45	-0.03	0.1	0.10	1.06
GLO	RTE 198	ROUTE 17	RTE 601 (PAMPA RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 198	RTE 601 (PAMPA RD)	RTE 606 (HARCUM RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	RTE 198	RTE 606 (HARCUM RD)	MATHEWS CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ABERDEEN RD	NEWPORT NEWS CL	PEMBROKE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ABERDEEN RD	PEMBROKE AVE	I-664	NS	26.8	1.14	18:30	0.03	5.7	0.15	1.26	20.7	1.24	15:45	0.11	14.1	0.10	1.34
HAM	ABERDEEN RD	I-664	BRIARFIELD RD	NS	30.3	1.12	15:30	-0.01	8.7	0.13	1.26	30.0	1.13	15:00	0.01	7.3	0.11	1.24
HAM	ABERDEEN RD	BRIARFIELD RD	MERCURY BLVD	NS	34.4	1.09	17:30	-0.02	5.6	0.06	1.14	35.1	1.08	15:45	-0.02	4.0	0.07	1.15
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA	NS	27.9	1.07	15:30	-0.02	3.3	0.14	1.20	24.8	1.17	18:00	0.08	7.3	0.10	1.27
HAM	ARMISTEAD AVE	COMMANDER SHEPPARD BLVD	HRC PARKWAY	NS	37.8	1.09	18:30	-0.01	4.6	0.06	1.15	35.6	1.10	16:45	-0.11	10.9	0.08	1.19
HAM	ARMISTEAD AVE	HRC PARKWAY	MERCURY BLVD	NS	35.4	1.10	17:45	-0.04	8.7	0.05	1.15	33.5	1.13	15:00	-0.01	11.3	0.10	1.19
HAM	ARMISTEAD AVE	MERCURY BLVD	PINE CHAPEL RD	NS	34.3	1.13	17:00	-0.01	9.5	0.07	1.20	33.6	1.11	15:30	-0.01	7.4	0.09	1.20
HAM	ARMISTEAD AVE	PINE CHAPEL RD	LASALLE AVE	NS	34.3	1.13	17:00	-0.02	10.4	0.07	1.20	33.6	1.11	15:30	-0.02	8.5	0.09	1.20
HAM	ARMISTEAD AVE	LA SALLE AVE	RIP RAP RD	NS	30.5	1.11	15:00	0.02	4.4	0.10	1.19	33.8	1.14	16:30	-0.01	10.3	0.07	1.22
HAM	ARMISTEAD AVE	RIP RAP RD	PEMBROKE AVE	NS	32.7	1.10	16:30	0.00	4.1	0.06	1.15	32.1	1.12	15:00	0.02	5.7	0.06	1.14
HAM	ARMISTEAD AVE	PEMBROKE AVE	SETTLERS LANDING RD	NS	23.6	1.22	17:45	0.11	10.3	0.08	1.27	25.8	1.16	17:00	0.01	9.1	0.04	1.19
HAM	BIG BETHEL RD	TODDS LANE	HRC PKWY	NS	29.6	1.18	15:15	0.06	13.0	0.10	1.26	30.4	1.15	15:30	0.04	9.4	0.07	1.21
HAM	BIG BETHEL RD	HRC PKWY	THOMAS NELSON DR	NS	34.1	1.18	15:00	0.05	14.8	0.12	1.30	30.0	1.28	15:30	0.13	18.8	0.12	1.41
HAM	BIG BETHEL RD	THOMAS NELSON DR	SAUNDERS RD	NS	41.7	1.08	17:15	-0.07	4.3	0.06	1.12	41.6	1.08	16:30	-0.03	3.7	0.03	1.11
HAM	BIG BETHEL RD	SAUNDERS RD	SEMPLE FARM RD	NS	34.1	1.10	17:30	-0.03	7.9	0.04	1.14	34.8	1.12	17:30	0.00	6.4	0.05	1.15
HAM	BIG BETHEL RD	SEMPLE FARM RD	YORK CL	NS	34.1	1.10	17:30	-0.04	4.8	0.04	1.14	34.8	1.12	17:30	-0.02	4.4	0.05	1.15
HAM	BRIARFIELD RD	NEWPORT NEWS CL	ABERDEEN RD	EW	30.5	1.06	18:30	-0.06	2.8	0.04	1.10	30.2	1.10	17:15	-0.05	4.6	0.04	1.14
HAM	BRIARFIELD RD	ABERDEEN RD	POWER PLANT PKWY	EW	32.3	1.09	16:45	-0.01	2.9	0.05	1.14	33.0	1.06	15:15	-0.04	2.1	0.05	1.10
HAM	CHESTNUT AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	31.0	1.07	18:30	-0.03	0.8	0.02	1.07	29.8	1.08	17:15	-0.04	1.3	0.03	1.11
HAM	COMMANDER SHEPPARD BLVD	BIG BETHEL RD	NORTH CAMPUS PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	NORTH CAMPUS PKWY	MAGRUDER BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	MAGRUDER BLVD	ARMISTEAD AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	ARMISTEAD AVE	NASA MAIN GATE	NS	41.1	1.09	17:15	0.00	5.0	0.07	1.16	38.0	1.07	15:15	-0.01	4.4	0.06	1.12
HAM	COMMANDER SHEPPARD BLVD	NASA MAIN GATE	WYTHE CREEK RD	NS	41.1	1.09	17:15	-0.02	6.4	0.07	1.16	38.0	1.07	15:15	0.02	2.4	0.06	1.12
HAM	COMMANDER SHEPPARD BLVD	WYTHE CREEK RD	MAGRUDER BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COLISEUM DR	CONVENTION CENTER BLVD	PINE CHAPEL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COLISEUM DR	PINE CHAPEL RD	MERCURY BLVD	NS	22.6	1.11	17:15	0.00	3.3	0.07	1.15	22.9	1.13	15:15	0.03	10.3	0.10	1.24
HAM	COLISEUM DR	MERCURY BLVD	MARCELLA DR	NS	27.6	1.14	17:00	-0.03	11.6	0.09	1.23	27.8	1.14	15:30	-0.07	16.5	0.07	1.20
HAM	COLISEUM DR	MARCELLA DR	HRC PARKWAY	NS	27.6	1.14	17:00	0.03	8.1	0.09	1.23	27.8	1.14	15:30	0.01	11.6	0.07	1.20
HAM	CONVENTION CENTER BLVD	COLISEUM DR	ARMISTEAD AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COUNTY ST	WOODLAND RD	MALLORY ST	EW	24.7	1.25	18:45	0.13	1.9	0.04	1.30	25.5	1.21	17:00	0.08	4.1	0.09	1.30
HAM	CUNNINGHAM DR	TODDS LA	COLISEUM DR	EW	30.2	1.13	15:00	-0.01	11.2	0.06	1.20	28.8	1.15	17:30	0.00	13.3	0.08	1.19
HAM	CUNNINGHAM DR	COLISEUM DR	MERCURY BLVD	EW	27.1	1.15	16:45	0.04	7.3	0.07	1.20	26.8	1.11	18:00	0.02	5.7	0.03	1.12
HAM	FOX HILL RD	OLD BUCKROE RD	WOODLAND RD	EW	33.2	1.11	16:00	0.02	4.1	0.06	1.17	32.4	1.11	16:00	-0.02	6.4	0.05	1.15
HAM	FOX HILL RD	WOODLAND RD	MERCURY BLVD	EW	33.2	1.11	16:00	-0.03	8.3	0.06	1.17	32.4	1.11	16:00	-0.07	11.7	0.05	1.15
HAM	HARRIS CREEK RD	FOX HILL RD	LITTLE BACK RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	HRC PARKWAY	NEWPORT NEWS CL	BIG BETHEL RD	EW	43.1	1.09	16:15	0.00	6.1	0.09	1.19	42.9	1.07	17:45	-0.04	5.3	0.08	1.13
HAM	HRC PARKWAY	BIG BETHEL RD	I-64	EW	45.0	1.05	16:15	-0.09	5.2	0.11	1.16	34.2	1.25	17:30	0.03	36.7	0.23	1.45
HAM	HRC PARKWAY	I-64	MAGRUDER BLVD	EW	49.7	1.01	18:30	-0.10	0.1	0.09	1.09	47.9	1.04	17:45	-0.12	4.2	0.08	1.12
HAM	HRC PARKWAY	MAGRUDER BLVD	COLISEUM DR	EW	40.4	1.15	17:30	0.02	10.7	0.17	1.34	44.5	1.08	15:45	-0.07	8.1	0.06	1.14
HAM	HRC PARKWAY	COLISEUM DR	ARMISTEAD AVE	EW	40.4	1.15	17:30	0.04	8.9	0.17	1.34	44.5	1.08	15:45	-0.05	6.4	0.06	1.14
HAM	KECOUGHTAN RD	NEWPORT NEWS CL	POWHATAN PKWY	EW	29.3	1.06	16:15	-0.02	1.1	0.04	1.09	30.4	1.05	15:00	-0.02	1.1	0.04	1.08
HAM	KECOUGHTAN RD	POWHATAN PKWY	LA SALLE AVE	EW	33.6	1.07	15:00	-0.01	1.3	0.04	1.10	34.2	1.08	17:00	0.00	2.0	0.04	1.10
HAM	KECOUGHTAN RD	LA SALLE AVE	VICTORIA BLVD	NS	31.5	1.08	15:00	0.00	2.2	0.04	1.11	31.1	1.06	15:15	-0.03	2.1	0.03	1.08

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
HAM	KECOUGHTAN RD	VICTORIA BLVD	SETTLERS LANDING RD	NS	28.1	1.10	17:15	-0.01	4.3	0.04	1.12	25.2	1.15	15:00	0.04	7.4	0.06	1.20
HAM	KING ST	PEMBROKE AVE	I-64 OVERPASS	NS	29.6	1.08	15:00	-0.02	2.9	0.07	1.15	31.3	1.09	17:30	-0.03	2.4	0.04	1.11
HAM	KING ST	I-64 OVERPASS	RIP RAP RD	NS	29.6	1.08	15:00	0.00	2.9	0.07	1.15	31.3	1.09	17:30	0.00	2.4	0.04	1.11
HAM	KING ST	RIP RAP RD	MERCURY BLVD	NS	27.9	1.18	17:15	0.00	17.3	0.07	1.25	30.1	1.13	15:00	0.04	5.9	0.13	1.27
HAM	KING ST	MERCURY BLVD	OLD FOX HILL RD	NS	27.4	1.24	17:15	0.05	26.2	0.15	1.43	32.0	1.06	17:00	-0.08	3.4	0.14	1.21
HAM	KING ST	OLD FOX HILL RD	LITTLE BACK RIVER RD	NS	27.4	1.24	17:15	0.10	17.8	0.15	1.43	32.0	1.06	17:00	-0.06	2.6	0.14	1.21
HAM	KING ST	LITTLE BACK RIVER RD	LAMINGTON RD	NS	29.8	1.01	17:30	-0.06	0.3	0.00	1.02	31.0	1.07	16:45	-0.04	2.1	0.08	1.15
HAM	KING ST	LAMINGTON RD	OLD BUCKINGHAM RD	NS	29.8	1.01	17:30	-0.08	0.3	0.00	1.02	31.0	1.07	16:45	-0.09	2.1	0.08	1.15
HAM	KING ST	OLD BUCKINGHAM RD	LANGLEY AFB	NS	29.8	1.01	17:30	-0.08	0.3	0.00	1.02	31.0	1.07	16:45	-0.09	2.1	0.08	1.15
HAM	LA SALLE AVE	KECOUGHTAN RD	VICTORIA BLVD	NS	30.3	1.12	15:15	0.04	1.5	0.05	1.18	30.9	1.10	16:00	-0.01	2.3	0.03	1.11
HAM	LA SALLE AVE	VICTORIA BLVD	SETTLERS LANDING RD	NS	29.4	1.12	16:45	0.02	4.7	0.07	1.19	31.7	1.07	16:30	-0.04	4.5	0.04	1.10
HAM	LA SALLE AVE	SETTLERS LANDING RD	PEMBROKE AVE	NS	25.7	1.14	15:45	0.04	8.1	0.09	1.24	25.7	1.13	17:30	0.01	11.2	0.09	1.24
HAM	LA SALLE AVE	PEMBROKE AVE	ARMISTEAD AVE	NS	25.7	1.14	15:45	0.03	9.8	0.09	1.24	25.7	1.13	17:30	-0.02	15.0	0.09	1.24
HAM	LA SALLE AVE	ARMISTEAD AVE	MERCURY BLVD	NS	44.0	1.07	15:30	0.02	1.3	0.04	1.09	47.1	1.04	15:45	-0.02	1.3	0.13	1.18
HAM	LA SALLE AVE	MERCURY BLVD	LANGLEY GATE	NS	48.9	1.02	18:30	-0.03	0.2	0.03	1.04	47.9	1.02	16:15	-0.05	0.5	0.03	1.05
HAM	LITTLE BACK RIVER RD	KING ST	ROCKWELL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LITTLE BACK RIVER RD	ROCKWELL RD	HARRIS CREEK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MAGRUDER BLVD	YORK CL	SEMPLE FARM RD	NS	39.6	1.21	17:15	0.13	7.2	0.10	1.33	43.8	1.10	15:15	-0.01	8.8	0.11	1.20
HAM	MAGRUDER BLVD	SEMPLE FARM RD	COMM SHEPPARD BLVD (SOUTH)	NS	42.9	1.14	17:00	0.06	6.4	0.14	1.27	45.4	1.06	17:30	-0.07	5.3	0.11	1.16
HAM	MAGRUDER BLVD	COMM SHEPPARD BLVD (SOUTH)	HRC PARKWAY	NS	46.6	1.05	18:30	-0.03	2.7	0.10	1.14	43.7	1.12	17:15	-0.01	7.1	0.17	1.32
HAM	MAGRUDER BLVD	HRC PARKWAY	I-64	NS	39.4	1.17	16:00	0.04	14.3	0.18	1.38	45.9	1.04	15:15	-0.08	3.2	0.08	1.13
HAM	MALLORY ST	I-64	COUNTY ST	EW	23.3	1.14	16:30	0.01	4.9	0.14	1.27	23.8	1.16	17:00	0.03	7.1	0.15	1.34
HAM	MALLORY ST	COUNTY ST	MERCURY BLVD	EW	25.5	1.14	15:45	0.01	3.8	0.08	1.17	25.6	1.13	17:00	0.00	5.2	0.17	1.32
HAM	MALLORY ST	MERCURY BLVD	PEMBROKE AVE	EW	34.8	1.06	15:45	-0.02	1.0	0.03	1.07	35.3	1.05	16:45	-0.03	0.6	0.04	1.07
HAM	MELLEN ST	MERCURY BLVD	MALLORY ST	NS	24.6	1.30	18:30	0.17	11.0	0.05	1.33	22.8	1.23	18:00	0.10	1.0	0.04	1.28
HAM	MERCURY BLVD	NEWPORT NEWS CL	BIG BETHEL RD	EW	35.7	1.14	16:30	0.00	19.4	0.17	1.33	33.9	1.21	17:00	0.06	28.8	0.29	1.54
HAM	MERCURY BLVD	BIG BETHEL RD	ABERDEEN RD	EW	39.0	1.12	16:15	-0.03	15.9	0.25	1.40	39.6	1.14	17:30	-0.02	18.0	0.17	1.30
HAM	MERCURY BLVD	ABERDEEN RD	POWER PLANT PKWY	EW	30.4	1.32	16:15	0.16	45.6	0.38	1.80	35.6	1.21	16:15	0.05	34.3	0.30	1.53
HAM	MERCURY BLVD	POWER PLANT PKWY	I-64	EW	37.6	1.14	16:15	-0.04	26.8	0.16	1.30	28.4	1.38	16:30	0.20	77.5	0.49	2.05
HAM	MERCURY BLVD	I-64	COLISEUM DR	EW	28.4	1.27	17:30	0.09	55.8	0.30	1.65	32.3	1.20	17:00	0.03	37.1	0.17	1.41
HAM	MERCURY BLVD	COLISEUM DR	CUNNINGHAM DR	EW	28.4	1.27	17:30	0.13	38.6	0.30	1.65	32.3	1.20	17:00	0.08	28.0	0.17	1.41
HAM	MERCURY BLVD	CUNNINGHAM DR	ARMISTEAD AVE	EW	28.4	1.27	17:30	0.12	48.1	0.30	1.65	32.3	1.20	17:00	0.07	31.6	0.17	1.41
HAM	MERCURY BLVD	ARMISTEAD AVE	LA SALLE AVE	EW	43.1	1.06	17:30	-0.11	9.0	0.06	1.13	36.8	1.17	16:45	0.03	25.5	0.15	1.34
HAM	MERCURY BLVD	LA SALLE AVE	KING ST	EW	39.9	1.14	17:30	-0.03	25.1	0.15	1.30	41.9	1.10	17:15	-0.06	16.1	0.09	1.19
HAM	MERCURY BLVD	KING ST	FOX HILL RD	EW	39.3	1.12	16:15	-0.03	11.6	0.09	1.21	38.2	1.13	15:00	0.01	9.8	0.08	1.21
HAM	MERCURY BLVD	FOX HILL RD	ANDREWS BLVD	EW	39.3	1.12	16:15	-0.08	11.6	0.09	1.21	38.2	1.13	15:00	-0.01	9.8	0.08	1.21
HAM	MERCURY BLVD	ANDREWS BLVD	PEMBROKE AVE	EW	39.5	1.12	17:00	-0.02	7.3	0.15	1.28	36.5	1.15	16:30	0.03	7.7	0.06	1.18
HAM	MERCURY BLVD	PEMBROKE AVE	WOODLAND RD	EW	33.5	1.16	17:45	0.06	7.1	0.09	1.25	33.0	1.18	15:00	0.09	6.0	0.05	1.23
HAM	MERCURY BLVD	WOODLAND RD	MALLORY ST	EW	30.5	1.15	15:00	0.04	4.1	0.11	1.17	32.5	1.14	17:45	0.03	4.4	0.04	1.16
HAM	MERCURY BLVD	MALLORY ST	MELLEN ST/INGALLS RD	EW	30.5	1.15	15:00	0.07	0.7	0.11	1.17	32.5	1.14	17:45	0.06	0.9	0.04	1.16
HAM	OLD BUCKROE RD	PEMBROKE AVE	FOX HILL RD	NS	30.8	1.07	17:45	-0.04	1.9	0.03	1.10	30.3	1.07	16:45	-0.02	1.6	0.04	1.12
HAM	PEMBROKE AVE	NEWPORT NEWS CL	ABERDEEN RD	EW	34.0	1.09	15:45	-0.05	3.3	0.05	1.11	34.0	1.08	15:00	0.00	1.3	0.03	1.11
HAM	PEMBROKE AVE	ABERDEEN RD	POWHATAN PKWY	EW	31.3	1.12	15:15	0.02	3.2	0.06	1.14	31.1	1.12	16:00	0.03	3.4	0.03	1.15
HAM	PEMBROKE AVE	POWHATAN PKWY	SETTLERS LANDING RD	EW	38.2	1.05	15:15	-0.05	1.9	0.04	1.08	36.8	1.11	15:45	0.01	2.7	0.06	1.18
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LA SALLE AVE	EW	29.5	1.15	16:45	0.05	7.8	0.15	1.29	27.6	1.16	15:45	0.06	6.7	0.09	1.24
HAM	PEMBROKE AVE	LA SALLE AVE	ARMISTEAD AVE	EW	30.8	1.10	16:15	-0.03	3.6	0.10	1.18	30.7	1.11	15:45	0.01	2.6	0.08	1.17
HAM	PEMBROKE AVE	ARMISTEAD AVE	KING ST	EW	29.1	1.10	16:45	-0.04	4.9	0.05	1.15	26.2	1.18	15:45	0.08	6.7	0.07	1.25
HAM	PEMBROKE AVE	KING ST	EATON ST	EW	29.1	1.10	16:45	-0.04	4.9	0.05	1.15	26.2	1.18	15:45	0.08	6.7	0.07	1.25
HAM	PEMBROKE AVE	EATON ST	BARRON ST	EW	30.4	1.08	17:00	-0.07	4.1	0.04	1.12	32.0	1.03	16:15	-0.07	1.0	0.02	1.05
HAM	PEMBROKE AVE	BARRON ST	MERCURY BLVD	EW	30.4	1.08	17:00	-0.07	4.1	0.04	1.12	32.0	1.03	16:15	-0.07	1.0	0.02	1.05

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
HAM	PEMBROKE AVE	MERCURY BLVD	WOODLAND RD	EW	30.0	1.13	15:15	0.03	7.2	0.06	1.18	27.8	1.12	15:30	0.03	5.0	0.05	1.16
HAM	PEMBROKE AVE	WOODLAND RD	OLD BUCKROE RD	EW	30.0	1.13	15:15	0.03	7.0	0.06	1.18	27.8	1.12	15:30	0.02	5.3	0.05	1.16
HAM	PEMBROKE AVE	OLD BUCKROE RD	MALLORY ST	EW	30.0	1.13	15:15	0.05	2.6	0.06	1.18	27.8	1.12	15:30	0.03	1.8	0.05	1.16
HAM	POWER PLANT PKWY	I-664	BRIARFIELD RD	NS	40.5	1.09	15:15	-0.02	4.4	0.08	1.16	37.8	1.10	15:00	0.00	4.8	0.04	1.14
HAM	POWER PLANT PKWY	BRIARFIELD RD	PINE CHAPEL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	POWER PLANT PKWY	PINE CHAPEL RD	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	POWHATAN PKWY	KECOUGHTAN RD	PEMBROKE AVE	NS	23.3	1.20	16:45	0.05	7.9	0.12	1.33	25.4	1.12	17:45	-0.05	6.2	0.03	1.14
HAM	POWHATAN PKWY	PEMBROKE AVE	I-664	NS	27.3	1.11	15:00	0.00	8.8	0.14	1.22	18.6	1.34	16:45	0.18	49.4	0.10	1.46
HAM	QUEEN ST	BRIARFIELD RD	MICHIGAN DR	EW	33.1	1.06	16:15	-0.05	2.6	0.05	1.10	33.4	1.05	17:30	-0.05	2.3	0.06	1.11
HAM	QUEEN ST	MICHIGAN DR	PEMBROKE AVE	EW	33.1	1.06	16:15	-0.05	2.4	0.05	1.10	33.4	1.05	17:30	-0.05	2.3	0.06	1.11
HAM	RIP RAP RD	ARMISTEAD AVE	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	RIP RAP RD	I-64	KING ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ROANOKE AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	26.5	1.06	17:45	-0.05	1.6	0.05	1.10	25.7	1.11	16:15	0.01	2.2	0.04	1.15
HAM	SAUNDERS RD	NEWPORT NEWS CL	BIG BETHEL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SETTLERS LANDING RD	PEMBROKE AVE	LA SALLE AVE	EW	24.4	1.19	18:45	0.09	7.2	0.10	1.28	21.2	1.32	16:00	0.21	12.9	0.11	1.40
HAM	SETTLERS LANDING RD	LA SALLE AVE	KECOUGHTAN RD	EW	31.5	1.08	17:30	-0.04	2.8	0.06	1.13	31.8	1.07	16:15	-0.05	2.2	0.04	1.08
HAM	SETTLERS LANDING RD	KECOUGHTAN RD	ARMISTEAD AVE	EW	24.5	1.16	17:00	0.02	11.1	0.12	1.29	22.8	1.18	17:00	0.04	10.8	0.23	1.42
HAM	SETTLERS LANDING RD	ARMISTEAD AVE	EATON ST	EW	23.7	1.14	17:00	-0.06	7.7	0.24	1.40	23.6	1.15	15:30	-0.03	9.1	0.11	1.27
HAM	SETTLERS LANDING RD	EATON ST	TYLER ST	EW	29.6	1.17	16:45	0.02	8.9	0.19	1.40	31.4	1.10	15:30	-0.02	5.0	0.11	1.19
HAM	SETTLERS LANDING RD	TYLER ST	I-64	EW	29.6	1.17	16:45	-0.06	14.6	0.19	1.40	31.4	1.10	15:30	-0.06	8.7	0.11	1.19
HAM	TODDS LA	NEWPORT NEWS CL	BIG BETHEL RD	EW	33.9	1.08	17:45	-0.04	6.4	0.06	1.14	34.2	1.08	16:15	-0.06	5.8	0.05	1.12
HAM	TODDS LA	BIG BETHEL RD	ABERDEEN RD	EW	34.2	1.08	17:00	-0.04	4.2	0.07	1.13	33.0	1.12	17:00	-0.01	8.0	0.06	1.17
HAM	TODDS LA	ABERDEEN RD	CUNNINGHAM DR	EW	34.5	1.07	16:00	-0.08	6.2	0.09	1.15	32.7	1.10	17:30	-0.05	10.9	0.11	1.22
HAM	TODDS LA	CUNNINGHAM DR	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	WOODLAND RD	I-64	COUNTY ST	NS	-	-	-	-	-	-	-	31.7	1.17	18:30	0.01	11.8	0.04	1.17
HAM	WOODLAND RD	COUNTY ST	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	WOODLAND RD	MERCURY BLVD	PEMBROKE AVE	NS	29.5	1.20	15:15	0.09	10.9	0.12	1.29	31.0	1.13	16:00	0.02	4.7	0.05	1.16
HAM	WOODLAND RD	PEMBROKE AVE	FOX HILL RD	NS	32.4	1.12	16:00	0.02	4.3	0.04	1.17	32.4	1.09	15:30	0.00	2.9	0.09	1.18
HAM	WYTHE CREEK RD	COMMANDER SHEPPARD BLVD	POQUOSON CL	NS	35.3	1.17	17:15	-0.15	13.6	0.09	1.28	38.0	1.10	15:45	-0.04	3.4	0.08	1.18
IW	BATTERY PARK RD	S CHURCH ST	NIKE PARK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BATTERY PARK RD	NIKE PARK RD	COUNTRY WAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BENNS CHURCH BLVD	SUFFOLK CL	RIDDICK RD	NS	49.3	1.01	16:00	-0.08	0.3	0.04	1.05	49.6	1.01	18:30	-0.04	0.1	0.04	1.03
IW	BENNS CHURCH BLVD	RIDDICK RD	ROUTE 10 & 32 (BREWERS NECK RD)	NS	49.3	1.01	16:00	-0.08	0.3	0.04	1.05	49.6	1.01	18:30	-0.04	0.1	0.04	1.03
IW	BENNS CHURCH BLVD	ROUTE 10 & 32 (BREWERS NECK RD)	ECL SMITHFIELD (RTE 644)	NS	41.4	1.06	16:15	-0.03	3.8	0.09	1.15	38.3	1.14	17:15	0.03	11.7	0.11	1.25
IW	BENNS CHURCH BLVD	ECL SMITHFIELD (RTE 644)	CHURCH ST S	NS	32.5	1.42	17:30	0.32	29.4	0.19	1.67	31.8	1.45	17:15	0.32	40.3	0.19	1.72
IW	BREWERS NECK BLVD	ROUTE 10 & 32 (BENN'S CHURCH)	RTE 670	EW	49.5	1.05	15:45	-0.03	2.1	0.07	1.12	46.0	1.11	16:15	-0.01	5.8	0.16	1.28
IW	BREWERS NECK BLVD	RTE 670	ROUTE 17	EW	49.5	1.05	15:45	-0.03	2.1	0.07	1.12	46.0	1.11	16:15	-0.01	5.8	0.16	1.28
IW	BUCKHORN DR	SUFFOLK CL	SUNSET DR (RTE 609)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUCKHORN DR	SUNSET DR (RTE 609)	SCL WINDSOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS RTE 10	NCL SMITHFIELD	JENKINS LANE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS RTE 10	JENKINS LANE	RT 10 BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS RTE 58/BUS RTE 258	FRANKLIN CL	JAMESTOWN LN (RTE 691)	EW	34.6	1.08	16:30	-0.01	1.7	0.03	1.10	33.9	1.09	17:15	0.00	2.4	0.04	1.13
IW	BUS RTE 58/BUS RTE 258	JAMESTOWN LN (RTE 691)	ROUTE 258	EW	34.6	1.08	16:30	-0.03	1.7	0.03	1.10	33.9	1.09	17:15	-0.02	2.4	0.04	1.13
IW	BUS RTE 58	ROUTE 258	SUFFOLK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CARROLLTON BLVD	SUFFOLK CL	WEST END CHUCKATUCK BRIDGE	NS	47.6	1.07	17:00	-0.07	3.1	0.08	1.15	46.9	1.11	17:00	-0.01	3.6	0.09	1.20
IW	CARROLLTON BLVD	WEST END CHUCKATUCK BRIDGE	ROUTE 258	NS	47.6	1.07	17:00	-0.02	3.1	0.08	1.15	46.9	1.11	17:00	0.03	3.6	0.09	1.20
IW	CARROLLTON BLVD	ROUTE 258	SMITH'S NECK RD	NS	46.5	1.08	16:00	0.00	3.2	0.18	1.28	42.0	1.24	16:15	0.05	22.3	0.51	1.84
IW	CARROLLTON BLVD/JAMES RIVER	SMITH'S NECK RD	NEWPORT NEWS CL	NS	46.5	1.08	16:00	0.00	3.2	0.18	1.28	42.0	1.24	16:15	0.05	22.3	0.51	1.84
IW	CHURCH ST S	RTE 10 BYPASS	BATTERY PARK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CHURCH ST S	BATTERY PARK RD	CYPRESS CREEK BRIDGE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
IW	CHURCH ST S	CYPRESS CREEK BRIDGE	MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CHURCH ST N	MAIN ST	SMITHFIELD CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	COURT ST	SCL WINDSOR/BUCKHORN DR	ROUTE 460	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	MAIN ST	ROUTE 10 BYPASS	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	NIKE PARK RD	BATTERY PARK RD	TITUS CREEK DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	RESCUE RD	NEWPORT ST (RTE 1002)	SMITH'S NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 10 (OLD STAGE HWY)	BUS RTE 10	IW/SURRY CL	NS	49.6	1.01	17:00	-0.06	0.1	0.01	1.02	49.6	1.01	17:45	-0.08	0.1	0.02	1.03
IW	ROUTE 10 BYPASS	CHURCH ST S	FAIRWAY DR	NS	46.2	1.10	17:00	-0.05	3.8	0.09	1.18	46.3	1.10	17:00	-0.04	4.3	0.09	1.19
IW	ROUTE 10 BYPASS	FAIRWAY DR	MAIN ST	NS	46.2	1.10	17:00	-0.05	3.8	0.09	1.18	46.3	1.10	17:00	-0.04	4.3	0.09	1.19
IW	ROUTE 10 BYPASS	MAIN ST	NCL SMITHFIELD	NS	49.9	1.00	16:15	-0.08	0.0	0.03	1.03	49.8	1.00	17:30	-0.08	0.0	0.05	1.04
IW	ROUTE 10 BYPASS	NCL SMITHFIELD	BUS RTE 10	NS	49.9	1.00	16:15	-0.07	0.0	0.03	1.03	49.8	1.00	17:30	-0.08	0.0	0.05	1.04
IW	ROUTE 258	SUFFOLK CL	UNION CAMP DR (RTE 656)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 258	UNION CAMP DR (RTE 656)	CARRSVILLE HWY (BUS RTE 58)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 258	CARRSVILLE HWY (BUS RTE 58)	BURDETTE RD (W RTE 619)	EW	52.8	1.02	15:00	-0.04	0.1	0.03	1.05	52.3	1.02	16:15	-0.04	0.2	0.02	1.04
IW	ROUTE 258	BURDETTE RD (W RTE 619)	RIVER RUN TRAIL (W RTE 614)	EW	52.8	1.02	15:00	-0.04	0.1	0.03	1.05	52.3	1.02	16:15	-0.04	0.2	0.02	1.04
IW	ROUTE 258	RIVER RUN TRAIL (W RTE 614)	BLACKWATER RD (RTE 603)	EW	52.8	1.02	15:00	-0.04	0.2	0.03	1.05	52.3	1.02	16:15	-0.06	0.4	0.02	1.04
IW	ROUTE 258	BLACKWATER RD (RTE 603)	WCL WINDSOR	EW	52.8	1.02	15:00	-0.04	0.1	0.03	1.05	52.3	1.02	16:15	-0.06	0.3	0.02	1.04
IW	ROUTE 258	WCL WINDSOR	ROUTE 460	EW	52.8	1.02	15:00	-0.04	0.1	0.03	1.05	52.3	1.02	16:15	-0.06	0.3	0.02	1.04
IW	ROUTE 258	ROUTE 460	ECL WINDSOR	EW	53.1	1.03	15:45	-0.03	0.3	0.02	1.05	52.2	1.03	16:45	-0.04	0.3	0.04	1.07
IW	ROUTE 258	ECL WINDSOR	COURT ST NORTH (RTE 610)	EW	53.1	1.03	15:45	-0.03	0.3	0.02	1.05	52.2	1.03	16:45	-0.04	0.3	0.04	1.07
IW	ROUTE 258	COURT ST NORTH (RTE 610)	IRON MINE SPRINGS RD (RTE 605)	EW	53.1	1.03	15:45	-0.03	0.2	0.02	1.05	52.2	1.03	16:45	-0.04	0.3	0.04	1.07
IW	ROUTE 258	IRON MINE SPRINGS RD (RTE 605)	CENTRAL HILL RD (W RTE 637)	EW	53.1	1.03	15:45	-0.03	0.2	0.02	1.05	52.2	1.03	16:45	-0.04	0.3	0.04	1.07
IW	ROUTE 258	CENTRAL HILL RD (W RTE 637)	SCOTTS FACTORY RD (RTE 620)	EW	52.0	1.02	15:30	-0.04	0.2	0.02	1.04	52.3	1.01	17:00	-0.06	0.1	0.04	1.05
IW	ROUTE 258	SCOTTS FACTORY RD (RTE 620)	WCL SMITHFIELD	EW	41.5	1.06	16:00	-0.01	1.1	0.04	1.10	39.0	1.03	15:45	-0.07	0.9	0.05	1.08
IW	ROUTE 258/N MAIN ST	WCL SMITHFIELD	RTE 10 BYPASS	EW	41.5	1.06	16:00	-0.08	1.7	0.04	1.10	39.0	1.03	15:45	-0.14	1.2	0.05	1.08
IW	ROUTE 460	SOUTHAMPTON CL	FIRETOWER RD (RTE 644)	EW	56.3	1.02	18:30	-0.03	0.2	0.04	1.05	55.5	1.01	16:30	-0.05	0.2	0.04	1.06
IW	ROUTE 460	FIRETOWER RD (RTE 644)	WCL WINDSOR	EW	56.3	1.02	18:30	-0.03	0.2	0.04	1.05	55.5	1.01	16:30	-0.05	0.2	0.04	1.06
IW	ROUTE 460	WCL WINDSOR	ROUTE 258	EW	56.3	1.02	18:30	-0.03	0.2	0.04	1.05	55.5	1.01	16:30	-0.05	0.2	0.04	1.06
IW	ROUTE 460	ROUTE 258	COURT ST (RTE 610)	EW	30.2	1.19	17:30	0.09	7.4	0.18	1.40	28.8	1.25	15:00	0.15	13.5	0.21	1.51
IW	ROUTE 460	COURT ST (RTE 610)	ECL WINDSOR	EW	49.1	1.05	17:15	-0.06	1.4	0.07	1.11	50.5	1.02	15:00	-0.08	0.8	0.06	1.09
IW	ROUTE 460	ECL WINDSOR	SUFFOLK CL	EW	49.1	1.05	17:15	-0.02	1.4	0.07	1.11	50.5	1.02	15:00	-0.05	0.8	0.06	1.09
IW	SMITH'S NECK RD	CARROLLTON BLVD	REYNOLDS DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	SMITH'S NECK RD	REYNOLDS DR	TITUS CREEK DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	SMITH'S NECK RD	TITUS CREEK DR	RESCUE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	TITUS CREEK DR	SMITH'S NECK RD	NIKE PARK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	TODD AVE/WARWICK ST	COUNTRY WAY	NEWPORT ST (RTE 1002)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	BARHAMSVILLE RD	I-64	ROUTE 60	NS	48.4	1.04	17:30	-0.02	0.8	0.07	1.10	46.0	1.06	15:30	-0.01	1.7	0.09	1.15
JCC	CENTERVILLE RD	JOHN TYLER HWY	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	MONTICELLO AVE	NEWS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	NEWS RD	LONGHILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	LONGHILL RD	RICHMOND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	COLONIAL NATL HIST PKWY	JAMESTOWN/RTE 359	WILLIAMSBURG CL/RTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	ROUTE 60	MAXTON LN (RTE 760)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	MAXTON LN (RTE 760)	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	I-64	FENTON MILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	FENTON MILL RD	RIVERVIEW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	DEPUE DR	LONGHILL RD (RTE 612)	IRONBOUND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD	STRAWBERRY PLAINS RD	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD	MONTICELLO AVE	WILLIAMSBURG CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD/NEWS RD	JOHN TYLER HWY	MONTICELLO AVE	NS	35.7	1.09	16:00	0.00	2.4	0.13	1.22	35.1	1.08	18:45	0.02	2.0	0.04	1.09

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
JCC	IRONBOUND RD/SANDY BAY RD	JAMESTOWN RD	JOHN TYLER HWY	NS	32.4	1.14	18:45	0.08	2.7	0.02	1.16	32.5	1.20	16:30	0.10	5.7	0.03	1.22
JCC	JAMESTOWN RD	JAMES RIVER/FERRY	COLONIAL PARKWAY (RTE 359)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JAMESTOWN RD	COLONIAL PARKWAY (RTE 359)	SANDY BAY RD (RTE 681)	EW	41.9	1.05	17:15	-0.03	0.8	0.05	1.08	43.5	1.03	18:30	-0.04	0.9	0.03	1.05
JCC	JAMESTOWN RD	SANDY BAY RD (RTE 681)	NECK-O-LAND RD	EW	36.5	1.07	16:45	0.00	1.7	0.03	1.09	37.4	1.04	18:15	-0.04	1.5	0.03	1.06
JCC	JAMESTOWN RD	NECK-O-LAND RD	WILLIAMSBURG CL	EW	36.5	1.07	16:45	0.00	1.7	0.03	1.09	37.4	1.04	18:15	-0.04	1.5	0.03	1.06
JCC	JOHN TYLER HWY	CHARLES CITY CL	MONTICELLO AVE	EW	48.7	1.01	16:30	-0.05	0.0	0.02	1.02	49.2	1.02	15:30	-0.04	0.1	0.03	1.04
JCC	JOHN TYLER HWY	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	EW	48.7	1.01	16:30	-0.05	0.0	0.02	1.02	49.2	1.02	15:30	-0.04	0.1	0.03	1.04
JCC	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	IRONBOUND RD (RTE 615)	EW	40.0	1.07	16:45	0.00	1.7	0.05	1.12	40.8	1.08	17:15	-0.01	1.9	0.05	1.13
JCC	JOHN TYLER HWY	IRONBOUND RD (RTE 615)	STANLEY DR (RTE 712)	EW	34.3	1.08	15:00	-0.01	2.4	0.03	1.10	34.6	1.10	18:15	0.01	3.9	0.04	1.12
JCC	JOHN TYLER HWY	STANLEY DR (RTE 712)	ROUTE 199	EW	34.3	1.08	15:00	0.01	3.8	0.03	1.10	34.6	1.10	18:15	0.02	6.5	0.04	1.12
JCC	LONGHILL RD	CENTERVILLE RD (RTE 614)	OLDE TOWNE RD (RTE 658)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	LONGHILL RD	OLDE TOWNE RD (RTE 658)	ROUTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	LONGHILL RD	ROUTE 199	DEPUE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MERRIMAC TRL	NEWPORT NEWS CL @ I-64	YORK CL (SOUTH OF GROVE INT)	EW	49.3	1.01	18:30	-0.04	0.0	0.10	1.05	42.9	1.14	17:45	0.07	5.1	0.10	1.20
JCC	MERRIMAC TRL	YORK CL @ ROUTE 199	PENNIMAN RD (YORK CL)	EW	42.6	1.04	15:00	-0.02	1.3	0.07	1.11	40.5	1.06	18:00	0.01	1.2	0.05	1.10
JCC	MONTICELLO AVE	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	NEWS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MONTICELLO AVE	NEWS RD	ROUTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MONTICELLO AVE	ROUTE 199	IRONBOUND RD (RTE 615)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	OLD STAGE RD	NEW KENT CL	BARNES RD (RTE 601 S)	EW	50.2	1.00	17:45	-0.08	0.0	0.03	1.02	50.1	1.00	17:30	-0.12	0.0	0.03	1.02
JCC	OLD STAGE RD	BARNES RD (RTE 601 S)	I-64	EW	50.4	0.99	16:15	-0.06	0.0	0.06	1.03	50.1	1.00	17:00	-0.08	0.0	0.05	1.03
JCC	OLDE TOWNE RD	LONGHILL RD	RICHMOND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	POCAHONTAS TRL	WILLIAMSBURG CL	YORK CL @ 199	EW	32.6	1.05	17:30	-0.01	1.4	0.05	1.10	35.1	1.05	17:00	-0.01	1.2	0.04	1.07
JCC	POCAHONTAS TRL	YORK CL	BASF RD/ROUTE 60 RELOCATION	EW	38.1	1.08	17:30	-0.02	2.1	0.06	1.12	38.0	1.06	18:15	-0.01	1.6	0.05	1.11
JCC	POCAHONTAS TRL	BASF RD/ROUTE 60 RELOCATION	NEWPORT NEWS CL	EW	38.1	1.08	17:30	-0.02	2.4	0.06	1.12	38.0	1.06	18:15	-0.02	2.1	0.05	1.11
JCC	RICHMOND RD	ROUTE 199	OLDE TOWNE RD (RTE 658)	EW	40.8	1.10	16:30	0.03	4.4	0.10	1.20	39.6	1.10	17:15	0.03	4.5	0.10	1.20
JCC	RICHMOND RD	OLDE TOWNE RD (RTE 658)	WILLIAMSBURG CL	EW	30.5	1.08	18:15	-0.06	6.1	0.07	1.14	32.4	1.08	17:00	-0.07	6.5	0.05	1.11
JCC	ROCHAMBEAU DR	ROUTE 60	0.7 MI EAST OF ASHINGTON WAY	EW	47.5	1.07	15:30	0.02	1.2	0.04	1.10	49.8	1.06	15:15	0.00	1.3	0.04	1.09
JCC	ROCHAMBEAU DR	0.7 MI EAST OF ASHINGTON WAY	CROAKER RD (RTE 607)	EW	47.5	1.07	15:30	0.00	1.2	0.04	1.10	49.8	1.06	15:15	-0.03	1.3	0.04	1.09
JCC	ROUTE 199	JOHN TYLER HWY (RTE 5)	WILLIAMSBURG CL	EW	26.7	1.69	17:15	0.55	58.1	0.66	2.75	32.1	1.37	15:00	0.24	39.4	0.18	1.58
JCC	ROUTE 199	WILLIAMSBURG CL	HENRY ST/COLONIAL PKWY	EW	41.8	1.20	17:15	0.07	14.6	0.15	1.37	41.1	1.19	17:30	0.03	16.6	0.16	1.38
JCC	ROUTE 199	HENRY ST/COLONIAL PKWY	MOUNTS BAY RD/QUARTERPATH RD	EW	41.8	1.20	17:15	0.06	15.3	0.15	1.37	41.1	1.19	17:30	0.03	16.6	0.16	1.38
JCC	ROUTE 199	MOUNTS BAY RD/QUARTERPATH RD	RTE 60/RTE 143/YORK CL	EW	50.6	1.00	18:45	-0.08	0.0	0.12	1.10	44.8	1.11	17:30	-0.04	3.3	0.37	1.53
JCC	ROUTE 60	NEW KENT CL	ROUTE 30	EW	53.8	1.08	16:30	0.03	0.7	0.03	1.11	55.9	1.05	18:45	0.00	0.8	0.03	1.08
JCC	ROUTE 60	ROUTE 30	CROAKER RD (RTE 607)	EW	42.5	1.07	15:30	0.00	2.2	0.05	1.11	42.8	1.06	16:00	-0.02	3.2	0.07	1.14
JCC	ROUTE 60	CROAKER RD (RTE 607)	LIGHTFOOT RD (RTE 646)	EW	36.6	1.12	16:15	0.04	6.0	0.05	1.16	37.7	1.09	16:00	-0.01	5.5	0.08	1.17
JCC	ROUTE 60	LIGHTFOOT RD (RTE 646)	CENTERVILLE RD (RTE 614)	EW	36.6	1.12	16:15	0.04	6.0	0.05	1.16	37.7	1.09	16:00	-0.01	5.5	0.08	1.17
JCC	ROUTE 60	CENTERVILLE RD (RTE 614)	ROUTE 199	EW	32.2	1.27	16:00	0.18	19.4	0.20	1.51	29.5	1.29	16:45	0.18	22.2	0.23	1.57
JCC	STRAWBERRY PLAINS RD	JOHN TYLER HWY/ROUTE 199	IRONBOUND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	23RD/25TH CONNECTOR	HUNTINGTON AVE	JEFFERSON AVE	EW	32.3	1.22	18:45	0.14	3.8	0.15	1.35	-	-	-	-	-	-	-
NN	25TH ST	JEFFERSON AVE	26TH ST	EW	26.9	1.08	17:00	-0.01	1.6	0.04	1.12	-	-	-	-	-	-	-
NN	25TH ST	26TH ST	HAMPTON CL	EW	29.3	1.06	16:15	-0.07	1.0	0.04	1.09	30.4	1.05	15:00	-0.07	0.9	0.04	1.08
NN	26TH ST	25TH ST	ROANOKE AVE	EW	-	-	-	-	-	-	-	23.2	1.16	16:15	0.09	1.9	0.02	1.18
NN	26TH ST	ROANOKE AVE	JEFFERSON AVE	EW	-	-	-	-	-	-	-	25.0	1.08	16:30	0.00	1.0	0.10	1.13
NN	26TH ST	JEFFERSON AVE	WARWICK BLVD	EW	-	-	-	-	-	-	-	33.5	1.12	18:30	0.03	2.3	0.04	1.15
NN	26TH ST	WARWICK BLVD	HUNTINGTON AVE	EW	-	-	-	-	-	-	-	33.5	1.12	18:30	0.03	2.3	0.04	1.15
NN	39TH ST	HUNTINGTON AVE	MADISON AVE	EW	34.0	1.09	15:45	-0.26	2.9	0.05	1.11	34.0	1.08	15:00	-0.02	0.6	0.03	1.11
NN	39TH ST	MADISON AVE	HAMPTON CL	EW	34.0	1.09	15:45	-0.08	3.3	0.05	1.11	34.0	1.08	15:00	-0.01	1.3	0.03	1.11
NN	BLAND BLVD	WARWICK BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	BLAND BLVD	I-64	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NN	BLAND BLVD	JEFFERSON AVE	McMANUS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	BRIARFIELD RD	JEFFERSON AVE	HAMPTON CL	EW	30.5	1.06	18:30	-0.04	1.8	0.04	1.10	30.2	1.10	17:15	-0.02	3.1	0.04	1.14
NN	BUXTON AVE	HAMPTON CL	25TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CENTER AVE	WARWICK BLVD	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CHESTNUT AVE	39TH ST	44TH ST	NS	30.5	1.12	15:45	0.02	2.2	0.06	1.16	30.3	1.10	15:15	-0.01	5.0	0.08	1.16
NN	CHESTNUT AVE	44TH ST	BRIARFIELD RD	NS	30.5	1.12	15:45	-0.03	3.4	0.06	1.16	30.3	1.10	15:15	-0.04	2.4	0.08	1.16
NN	CHESTNUT AVE	BRIARFIELD RD	HAMPTON CL	NS	31.0	1.07	18:30	-0.02	1.2	0.02	1.07	29.8	1.08	17:15	-0.02	1.5	0.03	1.11
NN	DENBIGH BLVD	LUCAS CREEK RD	WARWICK BLVD	EW	26.7	1.24	17:30	0.13	8.9	0.13	1.39	32.3	1.05	16:15	-0.08	3.5	0.06	1.10
NN	DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE	EW	30.5	1.16	16:15	-0.01	18.3	0.09	1.24	29.9	1.19	17:00	0.02	19.9	0.12	1.29
NN	DENBIGH BLVD	JEFFERSON AVE	YORK CL	EW	41.0	1.10	17:30	-0.12	11.8	0.13	1.24	42.5	1.08	15:00	-0.07	6.5	0.05	1.14
NN	DILIGENCE DR	THIMBLE SHOALS BLVD	J CLYDE MORRIS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EW	28.5	1.69	17:15	0.35	78.1	1.00	3.30	46.1	1.06	17:15	-0.15	3.1	0.13	1.18
NN	FORT EUSTIS BLVD	I-64	JEFFERSON AVE	EW	31.5	1.14	17:15	0.02	14.1	0.21	1.39	30.7	1.07	15:00	-0.01	5.9	0.16	1.25
NN	FORT EUSTIS BLVD	JEFFERSON AVE	.54 MILES EAST OF RTE 143	EW	44.0	1.06	17:30	-0.04	3.0	0.07	1.12	45.7	1.04	15:15	-0.03	1.2	0.06	1.09
NN	FORT EUSTIS BLVD	.54 MILES EAST OF RTE 143	YORK CL	EW	44.0	1.06	17:30	-0.11	3.0	0.07	1.12	45.7	1.04	15:15	-0.07	1.2	0.06	1.09
NN	HRC PARKWAY	HARPERSVILLE RD	HAMPTON CL	EW	43.1	1.09	16:15	0.00	6.1	0.09	1.19	42.9	1.07	17:45	-0.04	5.3	0.08	1.13
NN	HARPERSVILLE RD	J CLYDE MORRIS BLVD	SAUNDERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	SAUNDERS RD	HRC PARKWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	HRC PARKWAY	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	JEFFERSON AVE	WARWICK BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HUNTINGTON AVE	71ST ST	39TH ST	NS	-	-	-	-	-	-	-	33.9	1.08	16:00	0.02	0.0	0.12	1.21
NN	HUNTINGTON AVE	39TH ST	26TH ST	NS	-	-	-	-	-	-	-	31.6	1.22	16:15	0.15	0.0	0.15	1.40
NN	HUNTINGTON AVE	26TH ST	23RD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	WARWICK BLVD	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	JEFFERSON AVE	THIMBLE SHOALS BLVD	NS	35.0	1.19	17:15	0.03	22.0	0.19	1.42	31.6	1.27	17:15	0.11	30.3	0.19	1.48
NN	J CLYDE MORRIS BLVD	THIMBLE SHOALS BLVD	I-64	NS	35.0	1.19	17:15	0.03	22.0	0.19	1.42	31.6	1.27	17:15	0.11	30.3	0.19	1.48
NN	J CLYDE MORRIS BLVD	I-64	HARPERSVILLE RD	NS	30.2	1.32	16:15	0.08	43.7	0.38	1.83	40.3	1.11	16:15	-0.06	11.6	0.13	1.25
NN	J CLYDE MORRIS BLVD	HARPERSVILLE RD	YORK CL	NS	32.2	1.34	17:15	0.12	39.7	0.24	1.62	35.6	1.21	16:15	0.05	21.1	0.17	1.41
NN	JEFFERSON AVE	JAMES CITY CL	YORKTOWN RD	NS	45.5	1.05	16:15	-0.03	2.2	0.12	1.18	40.1	1.15	17:45	0.07	8.8	0.31	1.48
NN	JEFFERSON AVE	YORKTOWN RD	FORT EUSTIS BLVD	NS	44.0	1.07	16:30	0.00	1.6	0.08	1.15	44.3	1.04	18:00	-0.04	1.5	0.07	1.09
NN	JEFFERSON AVE	FORT EUSTIS BLVD	FUTURE ATKINSON BLVD	NS	34.5	1.16	17:30	-0.01	13.8	0.10	1.27	33.3	1.18	17:45	0.01	15.7	0.14	1.32
NN	JEFFERSON AVE	FUTURE ATKINSON BLVD	DENBIGH BLVD	NS	34.5	1.16	17:30	0.00	19.5	0.10	1.27	33.3	1.18	17:45	0.05	17.3	0.14	1.32
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD	NS	26.3	1.48	17:15	0.21	92.7	0.32	1.91	25.5	1.49	17:30	0.26	67.5	0.41	2.09
NN	JEFFERSON AVE	BLAND BLVD	I-64	NS	29.2	1.30	17:15	-0.05	79.9	0.28	1.66	26.4	1.40	17:30	0.08	88.0	0.22	1.71
NN	JEFFERSON AVE	I-64	OYSTER POINT RD	NS	29.2	1.30	17:15	0.02	56.5	0.28	1.66	26.4	1.40	17:30	0.17	64.4	0.22	1.71
NN	JEFFERSON AVE	OYSTER POINT RD	MUELLER LA	NS	28.4	1.45	17:15	0.18	55.1	0.46	2.11	33.5	1.22	17:15	0.02	29.6	0.16	1.42
NN	JEFFERSON AVE	MUELLER LA	MIDDLE GROUND BLVD	NS	28.4	1.45	17:15	0.18	55.1	0.46	2.11	33.5	1.22	17:15	0.02	29.6	0.16	1.42
NN	JEFFERSON AVE	MIDDLE GROUND BLVD	J CLYDE MORRIS BLVD	NS	28.4	1.45	17:15	0.28	32.4	0.46	2.11	33.5	1.22	17:15	0.05	21.6	0.16	1.42
NN	JEFFERSON AVE	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	35.0	1.19	16:30	0.00	27.6	0.22	1.46	39.1	1.12	17:15	-0.06	17.0	0.13	1.27
NN	JEFFERSON AVE	HARPERSVILLE RD	MAIN ST	NS	35.9	1.20	16:15	0.03	14.8	0.47	1.77	39.2	1.11	16:15	-0.03	11.3	0.17	1.30
NN	JEFFERSON AVE	MAIN ST	CENTER AVE	NS	39.1	1.10	15:00	-0.06	12.7	0.14	1.25	34.6	1.24	16:00	0.09	23.4	0.18	1.46
NN	JEFFERSON AVE	CENTER AVE	MERCURY BLVD	NS	34.9	1.21	15:15	0.05	27.0	0.28	1.55	34.1	1.20	16:00	0.05	19.3	0.27	1.49
NN	JEFFERSON AVE	MERCURY BLVD	BRIARFIELD RD	NS	34.9	1.17	16:15	0.04	13.1	0.18	1.37	40.0	1.10	17:15	-0.01	7.0	0.07	1.17
NN	JEFFERSON AVE	BRIARFIELD RD	41ST ST	NS	38.8	1.06	15:15	-0.05	3.8	0.07	1.11	41.3	1.04	17:15	-0.07	2.6	0.06	1.10
NN	JEFFERSON AVE	41ST ST	35TH ST	NS	30.0	1.17	18:30	0.04	6.6	0.09	1.24	31.1	1.16	17:00	0.03	5.4	0.19	1.34
NN	JEFFERSON AVE	35TH ST	25TH ST	NS	23.2	1.15	16:15	0.02	7.3	0.08	1.22	22.9	1.19	16:30	0.06	9.3	0.09	1.28
NN	MAIN ST	WARWICK BLVD	JEFFERSON AVE	EW	30.3	1.09	16:00	-0.03	4.6	0.06	1.14	29.5	1.12	18:00	0.02	4.2	0.09	1.16
NN	MAIN ST	JEFFERSON AVE	HAMPTON CL	EW	34.2	1.08	16:15	-0.03	2.9	0.05	1.12	33.9	1.08	17:45	-0.01	2.8	0.06	1.14
NN	MCMANUS BLVD/SIEMENS WAY	DENBIGH BLVD	BLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MERCURY BLVD/JAMES RIVER BR	ISLE OF WIGHT CL	RIVER RD	EW	46.5	1.08	16:00	0.00	3.2	0.18	1.28	42.0	1.24	16:15	0.05	22.3	0.51	1.84

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NN	MERCURY BLVD	RIVER RD	WARWICK BLVD	EW	46.5	1.08	16:00	-0.04	3.1	0.18	1.28	42.0	1.24	16:15	0.09	21.4	0.51	1.84
NN	MERCURY BLVD	WARWICK BLVD	JEFFERSON AVE	EW	46.5	1.08	16:00	-0.11	6.7	0.18	1.28	42.0	1.24	16:15	0.12	19.3	0.51	1.84
NN	MERCURY BLVD	JEFFERSON AVE	HAMPTON CL	EW	35.7	1.14	16:30	-0.01	15.8	0.17	1.33	33.9	1.21	17:00	0.06	22.4	0.29	1.54
NN	OYSTER POINT RD	WARWICK BLVD	JEFFERSON AVE	EW	29.1	1.17	17:30	-0.03	28.1	0.13	1.31	25.3	1.42	17:30	0.16	58.6	0.31	1.86
NN	OYSTER POINT RD	JEFFERSON AVE	CANON BLVD	EW	34.9	1.23	15:15	0.07	30.6	0.25	1.54	25.4	1.52	17:30	0.35	58.7	0.55	2.29
NN	OYSTER POINT RD	CANON BLVD	I-64	EW	44.7	1.06	17:00	-0.15	9.5	0.10	1.17	35.5	1.29	17:30	0.11	35.6	0.36	1.76
NN	RICHNECK RD	DENBIGH BLVD	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	RICHNECK RD	JEFFERSON AVE	YORK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	ROANOKE AVE	I-664	43RD ST	NS	28.9	1.07	18:15	0.00	0.8	0.06	1.12	28.5	1.08	15:30	0.00	0.6	0.06	1.15
NN	ROANOKE AVE	43RD ST	BRIARFIELD RD	NS	28.9	1.07	18:15	-0.01	0.8	0.06	1.12	28.5	1.08	15:30	-0.01	0.6	0.06	1.15
NN	ROANOKE AVE	BRIARFIELD RD	HAMPTON CL	NS	26.5	1.06	17:45	-0.03	0.9	0.05	1.10	25.7	1.11	16:15	0.02	1.4	0.04	1.15
NN	SAUNDERS RD	HARPERSVILLE RD	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	SHELLABARGER DR	FORT EUSTIS	WARWICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	THIMBLE SHOALS BLVD	JEFFERSON AVE	DILIGENCE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	THIMBLE SHOALS BLVD	DILIGENCE DR	J CLYDE MORRIS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	VICTORY BLVD	I-64	YORK CL	EW	28.1	1.38	17:30	0.17	66.3	0.33	1.79	36.3	1.16	16:30	0.01	19.3	0.17	1.36
NN	WARWICK BLVD	JAMES CITY CL	YORKTOWN RD	NS	38.0	1.06	18:15	-0.02	2.0	0.05	1.11	38.1	1.08	17:30	-0.03	2.6	0.06	1.12
NN	WARWICK BLVD	YORKTOWN RD	FORT EUSTIS BLVD	NS	31.6	1.17	16:00	0.01	7.3	0.23	1.41	33.0	1.14	15:45	-0.07	7.2	0.18	1.34
NN	WARWICK BLVD	FORT EUSTIS BLVD	SNIDOW BLVD	NS	34.2	1.15	17:00	-0.04	17.4	0.11	1.28	30.4	1.29	17:00	0.13	19.0	0.39	1.79
NN	WARWICK BLVD	SNIDOW BLVD	DENBIGH BLVD	NS	34.2	1.15	17:00	-0.09	25.0	0.11	1.28	30.4	1.29	17:00	0.08	32.2	0.39	1.79
NN	WARWICK BLVD	DENBIGH BLVD	BLAND BLVD	NS	27.6	1.41	17:30	0.19	54.8	0.29	1.78	29.4	1.36	17:15	0.17	41.1	0.24	1.67
NN	WARWICK BLVD	BLAND BLVD	OYSTER POINT RD	NS	33.9	1.21	16:45	0.00	25.1	0.10	1.31	30.5	1.31	17:30	0.12	30.9	0.30	1.68
NN	WARWICK BLVD	OYSTER POINT RD	MAXWELL LN	NS	33.8	1.17	16:30	-0.01	18.1	0.18	1.37	34.0	1.17	15:15	-0.01	21.4	0.12	1.31
NN	WARWICK BLVD	MAXWELL LN	DEEP CREEK RD	NS	33.8	1.17	16:30	0.03	18.1	0.18	1.37	34.0	1.17	15:15	0.03	21.4	0.12	1.31
NN	WARWICK BLVD	DEEP CREEK RD	J CLYDE MORRIS BLVD	NS	33.8	1.17	16:30	0.01	19.8	0.18	1.37	34.0	1.17	15:15	-0.01	28.6	0.12	1.31
NN	WARWICK BLVD	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	38.5	1.10	16:15	-0.05	8.7	0.06	1.17	40.5	1.06	16:00	-0.15	6.5	0.07	1.14
NN	WARWICK BLVD	HARPERSVILLE RD	MAIN ST	NS	32.0	1.10	16:15	-0.06	8.2	0.06	1.15	31.8	1.10	16:00	-0.13	12.9	0.12	1.23
NN	WARWICK BLVD	MAIN ST	CENTER AVE	NS	31.5	1.14	16:00	-0.02	9.8	0.10	1.22	34.6	1.07	16:00	-0.23	7.0	0.09	1.16
NN	WARWICK BLVD	CENTER AVE	MERCURY BLVD	NS	31.5	1.14	16:00	0.02	9.8	0.10	1.22	34.6	1.07	16:00	-0.15	7.0	0.09	1.16
NN	WARWICK BLVD	MERCURY BLVD	HUNTINGTON AVE	NS	35.6	1.11	16:00	0.01	3.0	0.26	1.40	33.9	1.08	16:00	-0.20	8.4	0.12	1.21
NN	WARWICK BLVD	23RD ST	39TH ST	NS	26.9	1.31	17:30	0.25	0.0	0.04	1.36	-	-	-	-	-	-	-
NN	WARWICK BLVD	39TH ST	HUNTINGTON AVE	NS	35.6	1.11	16:00	0.05	0.0	0.26	1.40	-	-	-	-	-	-	-
NN	YORKTOWN RD	WARWICK BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	YORKTOWN RD	I-64	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	YORKTOWN RD	JEFFERSON AVE	CRAWFORD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	YORKTOWN RD	CRAWFORD RD	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	21ST ST	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	21ST ST	COLLEY AVE	LLEWELLYN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	21ST ST	LLEWELLYN ST	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	26TH ST	HAMPTON BLVD	COLLEY AVE	EW	24.9	1.16	15:00	0.06	7.0	0.10	1.26	-	-	-	-	-	-	-
NOR	26TH ST	COLLEY AVE	LLEWELLYN AVE	EW	22.2	1.22	16:15	0.08	21.7	0.12	1.36	-	-	-	-	-	-	-
NOR	26TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	22.2	1.22	16:15	0.08	22.0	0.12	1.36	-	-	-	-	-	-	-
NOR	26TH ST	MONTICELLO AVE	CHURCH ST	EW	24.5	1.22	17:30	0.09	20.7	0.15	1.37	-	-	-	-	-	-	-
NOR	26TH ST	CHURCH ST	27TH ST	EW	27.2	1.18	17:00	0.00	12.5	0.08	1.24	-	-	-	-	-	-	-
NOR	27TH ST	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	26.1	1.15	15:15	0.04	9.4	0.07	1.21
NOR	27TH ST	COLLEY AVE	LLEWELLYN AVE	EW	-	-	-	-	-	-	-	25.1	1.12	15:30	0.01	6.8	0.07	1.19
NOR	27TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	-	-	-	-	-	-	-	25.1	1.12	15:30	0.00	7.5	0.07	1.19
NOR	27TH ST	MONTICELLO AVE	CHURCH ST	EW	-	-	-	-	-	-	-	22.3	1.21	15:15	0.10	15.1	0.10	1.29
NOR	27TH ST	CHURCH ST	26TH ST	EW	-	-	-	-	-	-	-	29.4	1.09	15:00	-0.03	5.1	0.04	1.12
NOR	38TH ST	HAMPTON BLVD	COLLEY AVE	EW	21.2	1.23	17:45	0.11	6.3	0.12	1.30	21.8	1.19	16:30	0.09	3.3	0.16	1.38

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	38TH ST	COLLEY AVE	LLEWELLYN AVE	EW	20.9	1.15	16:15	-0.05	8.3	0.06	1.21	21.8	1.14	16:15	0.01	5.3	0.10	1.25
NOR	38TH ST	LLEWELLYN AVE	GRANBY ST	EW	20.9	1.15	16:15	0.03	4.5	0.06	1.21	21.8	1.14	16:15	0.06	1.9	0.10	1.25
NOR	4TH VIEW ST	I-64	OCEAN VIEW AVE	EW	27.2	1.21	16:00	0.10	9.7	0.12	1.23	20.2	2.40	17:00	1.30	27.9	0.57	3.42
NOR	ADMIRAL TAUSSIG BLVD	HAMPTON BLVD	I-564	EW	33.2	1.17	15:45	-0.05	14.8	0.44	1.68	29.2	1.21	15:00	0.11	6.4	0.18	1.38
NOR	AZALEA GARDEN RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	24.3	1.15	15:15	0.01	6.6	0.18	1.34	24.2	1.15	15:00	0.01	6.6	0.13	1.30
NOR	AZALEA GARDEN RD	PRINCESS ANNE RD	SEWELLS POINT RD	NS	27.6	1.13	15:45	-0.02	8.6	0.07	1.20	26.1	1.18	15:00	0.06	11.3	0.07	1.25
NOR	AZALEA GARDEN RD	SEWELLS POINT RD	ROBIN HOOD RD	NS	27.6	1.13	15:45	-0.01	4.6	0.07	1.20	26.1	1.18	15:00	0.04	7.2	0.07	1.25
NOR	AZALEA GARDEN RD	ROBIN HOOD RD	I-64	NS	26.2	1.11	17:15	-0.06	4.5	0.07	1.17	27.5	1.13	17:15	0.01	3.4	0.11	1.25
NOR	AZALEA GARDEN RD	I-64	MILITARY HWY	NS	26.2	1.11	17:15	-0.03	3.5	0.07	1.17	27.5	1.13	17:15	-0.01	3.2	0.11	1.25
NOR	AZALEA GARDEN RD	MILITARY HWY	NORVIEW AVE	NS	31.0	1.10	18:00	-0.02	4.9	0.08	1.17	32.1	1.10	15:30	-0.03	4.5	0.05	1.16
NOR	AZALEA GARDEN RD	NORVIEW AVE	LITTLE CREEK RD	NS	31.1	1.06	16:30	-0.08	2.9	0.05	1.10	31.8	1.04	18:45	-0.06	1.4	0.05	1.07
NOR	BAINBRIDGE BLVD	SCL NORFOLK	S MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BALLENTINE BLVD	I-264	VA BEACH BLVD	NS	24.2	1.20	15:15	0.05	15.9	0.12	1.35	20.7	1.31	16:45	0.14	32.6	0.22	1.58
NOR	BALLENTINE BLVD	VA BEACH BLVD	PRINCESS ANNE RD	NS	23.8	1.17	16:00	0.00	8.0	0.12	1.28	23.4	1.15	17:30	-0.03	9.3	0.09	1.24
NOR	BALLENTINE BLVD	PRINCESS ANNE RD	CHESAPEAKE BLVD	NS	27.1	1.07	16:15	-0.09	3.2	0.05	1.11	25.9	1.12	17:00	-0.03	4.5	0.04	1.16
NOR	BAY AVE	FIRST VIEW ST	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAY AVE/OCEAN AVE	I-64	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAYVIEW BLVD	GRANBY ST	TIDEWATER DR	EW	26.7	1.09	16:45	-0.06	3.8	0.03	1.13	26.4	1.10	16:15	-0.03	2.9	0.05	1.12
NOR	BAYVIEW BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	26.6	1.13	17:15	-0.09	9.1	0.05	1.18	25.8	1.13	16:00	-0.02	5.4	0.05	1.16
NOR	BAYVIEW BLVD	CHESAPEAKE BLVD	CAPE VIEW AVE	EW	27.8	1.08	15:00	-0.05	2.0	0.04	1.11	25.7	1.12	15:15	-0.03	3.3	0.04	1.17
NOR	BERKLEY AVE	I-464	STATE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE	STATE ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE	MAIN ST	BERKLEY AVE EXT	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE	BERKLEY AVE EXT	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE EXT	BERKLEY AVE/FAUQUIER ST	WILSON RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE EXT	WILSON RD	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BOUSH ST/WATERSIDE DR	ST PAULS BLVD	CITY HALL AVE	NS	24.1	1.20	17:45	0.00	24.2	0.15	1.34	24.3	1.16	17:30	-0.10	17.1	0.23	1.41
NOR	BOUSH ST	CITY HALL AVE	BUTE STREET	NS	22.6	1.15	18:30	0.02	19.5	0.10	1.25	23.4	1.16	15:45	0.02	17.3	0.21	1.40
NOR	BOUSH ST	BUTE STREET	BRAMBLETON AVE	NS	22.6	1.15	18:30	0.02	19.5	0.10	1.25	23.4	1.16	15:45	0.02	17.3	0.21	1.40
NOR	BOUSH ST	BRAMBLETON AVE	OLNEY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BOUSH ST	OLNEY RD	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	HAMPTON BLVD	COLLEY AVE	EW	24.6	1.54	15:45	0.42	40.7	0.46	2.13	18.0	2.01	16:30	0.87	76.4	0.86	3.72
NOR	BRAMBLETON AVE	COLLEY AVE	BOUSH ST	EW	25.1	1.31	15:45	0.20	27.7	0.27	1.62	27.1	1.28	17:15	0.13	44.8	0.21	1.53
NOR	BRAMBLETON AVE	BOUSH ST	MONTICELLO AVE	EW	23.1	1.22	15:45	0.11	20.0	0.23	1.47	20.1	1.34	16:45	0.21	54.3	0.20	1.58
NOR	BRAMBLETON AVE	MONTICELLO AVE	ST PAULS BLVD	EW	23.1	1.22	15:45	0.11	20.0	0.23	1.47	20.1	1.34	16:45	0.21	54.3	0.20	1.58
NOR	BRAMBLETON AVE	ST PAULS BLVD	CHURCH ST	EW	20.2	1.50	17:30	0.38	29.0	0.36	2.04	24.5	1.21	15:00	0.07	16.1	0.17	1.35
NOR	BRAMBLETON AVE	CHURCH ST	TIDEWATER DR	EW	20.2	1.50	17:30	0.39	40.6	0.36	2.04	24.5	1.21	15:00	0.08	23.1	0.17	1.35
NOR	BRAMBLETON AVE	TIDEWATER DR	PARK AVE	EW	24.8	1.35	17:15	0.18	26.6	0.44	1.85	23.9	1.28	16:45	0.08	45.7	0.20	1.50
NOR	BRAMBLETON AVE	PARK AVE	I-264	EW	24.8	1.35	17:15	0.20	32.2	0.44	1.85	23.9	1.28	16:45	0.05	75.6	0.20	1.50
NOR	CAMPOSTELLA RD	SCL NORFOLK/BERKLEY AVE EXT	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CAMPOSTELLA RD	INDIAN RIVER RD	WILSON RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CAMPOSTELLA RD	WILSON RD	S. END CAMPOSTELLA BRIDGE	NS	34.7	1.07	16:15	-0.08	5.7	0.14	1.21	28.9	1.18	17:30	-0.08	27.6	0.25	1.47
NOR	CAMPOSTELLA RD	S. END CAMPOSTELLA BRIDGE	KIMBALL TERR	NS	30.8	1.13	15:00	-0.02	12.0	0.14	1.27	32.0	1.12	17:30	-0.13	13.0	0.23	1.38
NOR	CAMPOSTELLA RD	KIMBALL TERR	I-264	NS	30.8	1.13	15:00	-0.02	12.0	0.14	1.27	32.0	1.12	17:30	-0.13	13.0	0.23	1.38
NOR	CHESAPEAKE BLVD	LAFAYETTE BLVD	CROMWELL DR	NS	18.2	1.48	15:30	0.35	39.3	0.22	1.61	22.4	1.34	18:45	0.24	25.2	0.11	1.46
NOR	CHESAPEAKE BLVD	CROMWELL DR	ROBIN HOOD RD	NS	27.7	1.09	17:00	-0.04	6.2	0.06	1.15	30.2	1.11	15:15	0.00	6.2	0.08	1.16
NOR	CHESAPEAKE BLVD	ROBIN HOOD RD	HYDE CIR	NS	27.7	1.09	17:00	-0.04	6.2	0.06	1.15	30.2	1.11	15:15	0.00	6.2	0.08	1.16
NOR	CHESAPEAKE BLVD	HYDE CIR	NORVIEW AVE	NS	27.7	1.09	17:00	-0.02	6.2	0.06	1.15	30.2	1.11	15:15	0.02	6.2	0.08	1.16
NOR	CHESAPEAKE BLVD	NORVIEW AVE	I-64	NS	36.9	1.08	15:15	-0.01	3.9	0.07	1.16	31.1	1.18	15:15	0.08	9.9	0.13	1.32
NOR	CHESAPEAKE BLVD	I-64	JOHNSTONS RD	NS	21.5	1.63	17:30	0.49	62.8	0.31	2.06	32.6	1.12	15:15	0.01	9.8	0.11	1.21

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	CHESAPEAKE BLVD	JOHNSTONS RD	LITTLE CREEK RD	NS	21.5	1.63	17:30	0.49	62.8	0.31	2.06	32.6	1.12	15:15	0.01	9.8	0.11	1.21
NOR	CHESAPEAKE BLVD	LITTLE CREEK RD	SHEPPARD AVE	NS	30.0	1.17	17:30	0.00	16.5	0.07	1.25	30.1	1.13	16:15	0.00	10.6	0.06	1.19
NOR	CHESAPEAKE BLVD	SHEPPARD AVE	BAYVIEW BLVD	NS	30.0	1.17	17:30	0.00	16.5	0.07	1.25	30.1	1.13	16:15	0.00	10.6	0.06	1.19
NOR	CHESAPEAKE BLVD	BAYVIEW BLVD	CHESAPEAKE ST	NS	30.0	1.17	17:30	0.05	8.2	0.07	1.25	30.1	1.13	16:15	0.04	5.0	0.06	1.19
NOR	CHESAPEAKE BLVD	CHESAPEAKE ST	OCEAN VIEW AVE	NS	30.0	1.17	17:30	0.07	5.1	0.07	1.25	30.1	1.13	16:15	0.04	3.7	0.06	1.19
NOR	CHURCH ST	BRAMBLETON AVE	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	PRINCESS ANNE RD	26TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	26TH ST	27TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	27TH ST	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	MONTICELLO AVE	GRANBY ST	NS	26.1	1.19	16:00	0.03	24.6	0.14	1.35	24.5	1.27	17:15	0.17	12.9	0.20	1.47
NOR	CITY HALL AVE	BOUSH ST	GRANBY ST	EW	15.5	1.42	17:30	0.29	8.4	0.26	1.69	17.7	1.46	16:30	0.33	19.7	0.08	1.54
NOR	CITY HALL AVE	GRANBY ST	MONTICELLO AVE	EW	15.5	1.42	17:30	0.29	8.4	0.26	1.69	17.7	1.46	16:30	0.33	19.7	0.08	1.54
NOR	CITY HALL AVE	MONTICELLO AVE	ST PAULS BLVD	EW	15.5	1.42	17:30	0.34	8.4	0.26	1.69	17.7	1.46	16:30	0.35	19.7	0.08	1.54
NOR	COLLEY AVE	BRAMBLETON AVE	OLNEY RD	NS	22.3	1.09	16:30	-0.04	5.0	0.08	1.14	18.3	1.31	16:00	0.14	24.7	0.13	1.41
NOR	COLLEY AVE	OLNEY RD	PRINCESS ANNE RD	NS	22.3	1.09	16:30	-0.06	6.4	0.08	1.14	18.3	1.31	16:00	0.19	14.1	0.13	1.41
NOR	COLLEY AVE	PRINCESS ANNE RD	21ST ST	NS	17.9	1.28	17:30	0.15	21.7	0.14	1.45	18.4	1.19	17:15	0.06	17.8	0.06	1.25
NOR	COLLEY AVE	21ST ST	26TH ST	NS	24.1	1.24	15:00	0.10	17.8	0.15	1.40	20.9	1.39	17:30	0.25	28.2	0.16	1.54
NOR	COLLEY AVE	26TH ST	27TH ST	NS	23.4	1.28	18:45	0.15	20.3	0.14	1.43	20.1	1.34	16:30	0.20	28.0	0.11	1.47
NOR	COLLEY AVE	27TH ST	38TH ST	NS	25.0	1.09	17:00	-0.11	6.8	0.06	1.15	24.8	1.11	16:30	-0.11	7.8	0.07	1.18
NOR	COLLEY AVE	38TH ST	53RD ST	NS	25.0	1.09	17:00	-0.11	6.8	0.06	1.15	24.8	1.11	16:30	-0.11	7.8	0.07	1.18
NOR	CROMWELL DR	TAIT TERRACE DR	CHESAPEAKE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CROMWELL DR	CHESAPEAKE BLVD	TIDEWATER DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	DUKE ST	OLNEY RD	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	CHURCH ST	38TH ST	NS	26.1	1.19	16:00	0.03	22.7	0.14	1.35	24.5	1.27	17:15	0.15	22.5	0.20	1.47
NOR	GRANBY ST	38TH ST	LLEWELLYN AVE	NS	29.5	1.15	15:15	0.00	17.5	0.13	1.30	27.8	1.18	17:15	0.06	15.5	0.11	1.29
NOR	GRANBY ST	LLEWELLYN AVE	WILLOW WOOD DRIVE	NS	29.5	1.15	15:15	0.00	25.4	0.13	1.30	27.8	1.18	17:15	0.04	26.8	0.11	1.29
NOR	GRANBY ST	WILLOW WOOD DRIVE	THOLE ST	NS	33.0	1.15	15:15	0.01	18.3	0.06	1.22	33.2	1.18	15:15	0.04	18.3	0.11	1.29
NOR	GRANBY ST	THOLE ST	LITTLE CREEK RD	NS	23.9	1.43	16:15	0.29	51.6	0.16	1.63	25.7	1.28	15:30	0.14	38.8	0.24	1.59
NOR	GRANBY ST	LITTLE CREEK RD	I-564	NS	23.9	1.43	16:15	0.29	37.6	0.16	1.63	25.7	1.28	15:30	0.16	27.8	0.24	1.59
NOR	GRANBY ST	I-564	I-64	NS	34.6	1.10	16:30	-0.15	15.9	0.13	1.23	34.9	1.15	16:15	0.05	4.7	0.09	1.24
NOR	GRANBY ST	I-64	BAYVIEW BLVD	NS	36.1	1.11	17:45	-0.12	15.6	0.14	1.24	37.4	1.07	16:00	-0.04	2.7	0.06	1.14
NOR	GRANBY ST	BAYVIEW BLVD	BAY AVE	NS	31.5	1.14	16:00	0.02	8.9	0.06	1.21	30.4	1.12	15:15	0.02	5.1	0.08	1.19
NOR	GRANBY ST	BAY AVE	TIDEWATER DR	NS	31.5	1.14	16:00	0.02	8.9	0.06	1.21	30.4	1.12	15:15	0.02	5.1	0.08	1.19
NOR	GRANBY ST	TIDEWATER DR	OCEAN VIEW AVE	NS	31.1	1.06	18:15	-0.04	3.9	0.06	1.11	32.4	1.10	15:15	0.00	3.4	0.03	1.12
NOR	HAMPTON BLVD	BRAMBLETON AVE	PRINCESS ANNE RD	NS	26.5	1.23	15:00	0.07	19.0	0.18	1.46	13.8	2.43	16:00	1.24	144.6	0.49	3.37
NOR	HAMPTON BLVD	PRINCESS ANNE RD	21ST ST	NS	26.5	1.23	15:00	0.07	19.0	0.18	1.46	13.8	2.43	16:00	1.24	144.6	0.49	3.37
NOR	HAMPTON BLVD	21ST ST	26TH ST	NS	28.7	1.22	15:00	0.03	23.4	0.20	1.45	23.6	1.52	15:15	0.29	51.8	0.79	2.72
NOR	HAMPTON BLVD	26TH ST	27TH ST	NS	28.7	1.22	15:00	0.03	23.6	0.20	1.45	23.6	1.52	15:15	0.29	56.2	0.79	2.72
NOR	HAMPTON BLVD	27TH ST	38TH ST	NS	27.4	1.23	15:45	0.01	24.9	0.14	1.40	24.1	1.37	15:00	0.07	38.1	0.44	1.97
NOR	HAMPTON BLVD	38TH ST	JAMESTOWN CRESCENT	NS	27.4	1.23	15:45	0.10	25.0	0.14	1.40	24.1	1.37	15:00	0.22	37.5	0.44	1.97
NOR	HAMPTON BLVD	JAMESTOWN CRESCENT	LITTLE CREEK RD	NS	31.7	1.20	15:15	0.07	19.3	0.15	1.38	35.2	1.11	15:00	-0.04	8.9	0.15	1.26
NOR	HAMPTON BLVD	LITTLE CREEK RD	INTERNATIONAL TERMINAL BLVD	NS	31.7	1.20	15:15	0.07	17.3	0.15	1.38	35.2	1.11	15:00	-0.05	9.9	0.15	1.26
NOR	HAMPTON BLVD	INTERNATIONAL TERMINAL BLVD	INTERMODAL CONNECTOR	NS	27.9	1.14	15:45	0.03	10.1	0.10	1.26	26.6	1.13	15:15	-0.02	16.1	0.10	1.24
NOR	HAMPTON BLVD	INTERMODAL CONNECTOR	ADM TAUSSIG BLVD	NS	27.9	1.14	15:45	0.03	10.1	0.10	1.26	26.6	1.13	15:15	-0.02	16.1	0.10	1.24
NOR	INDIAN RIVER RD	MARSH ST	WILSON RD	EW	25.5	1.18	17:15	0.07	8.8	0.07	1.26	30.3	1.06	15:15	-0.07	2.9	0.15	1.19
NOR	INDIAN RIVER RD	WILSON RD	CAMPOSTELLA RD	EW	23.4	1.20	16:15	0.07	11.4	0.14	1.37	26.3	1.21	18:45	0.11	14.4	0.19	1.39
NOR	INDIAN RIVER RD	CAMPOSTELLA RD	CHESAPEAKE CL	EW	35.2	1.08	15:00	-0.01	4.1	0.04	1.12	34.3	1.10	16:00	0.01	4.8	0.06	1.16
NOR	INGLESIDE RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	26.9	1.11	15:00	0.01	5.8	0.07	1.18	28.0	1.13	16:45	0.02	7.8	0.13	1.26
NOR	INGLESIDE RD	PRINCESS ANNE RD	TAIT TERRACE DR	NS	27.1	1.11	16:00	0.00	6.7	0.08	1.17	28.7	1.08	17:00	-0.03	4.4	0.11	1.20

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	INTERNATIONAL TERMINAL BLVD	HAMPTON BLVD	I-564	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	JAMESTOWN CRESCENT	53RD ST	HAMPTON BLVD	NS	25.0	1.09	17:00	-0.04	3.4	0.06	1.15	24.8	1.11	16:30	-0.04	4.1	0.07	1.18
NOR	JOHNSTONS RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	JOHNSTONS RD	CHESAPEAKE BLVD	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	JOHNSTONS RD/HALPRIN LN	MILITARY HWY	LITTLE CREEK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	KEMPSVILLE RD	NEWTOWN RD	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	KEMPSVILLE RD	VA BEACH BLVD	NORTHAMPTON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LAFAYETTE BLVD	27TH ST	TIDEWATER DR	EW	27.2	1.18	17:00	0.02	10.3	0.08	1.24	29.4	1.09	15:00	-0.04	3.9	0.04	1.12
NOR	LAFAYETTE BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	24.4	1.14	15:00	0.00	12.6	0.08	1.24	26.2	1.11	15:30	-0.04	8.9	0.06	1.16
NOR	LIBERTY ST	STATE ST	SOUTH MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LIBERTY ST	SOUTH MAIN ST	NCL CHESAPEAKE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	HAMPTON BLVD	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	GRANBY ST	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	I-64	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	TIDEWATER DR	SEWELLS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	CHESAPEAKE BLVD	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	MILITARY HWY	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LITTLE CREEK RD	AZALEA GARDEN RD	SHORE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	27.6	1.16	15:00	0.05	9.1	0.07	1.24	28.7	1.19	16:30	0.08	5.2	0.07	1.23
NOR	LLEWELLYN AVE	PRINCESS ANNE RD	21ST ST	NS	26.2	1.15	15:00	0.06	2.9	0.05	1.16	28.2	1.06	16:00	-0.07	3.1	0.04	1.10
NOR	LLEWELLYN AVE	21ST ST	26TH ST	NS	22.4	1.25	16:30	0.15	9.5	0.08	1.34	23.5	1.11	16:30	-0.01	3.7	0.06	1.14
NOR	LLEWELLYN AVE	26TH ST	27TH ST	NS	22.1	1.22	16:30	0.08	8.4	0.09	1.32	23.9	1.17	17:15	0.03	5.9	0.09	1.18
NOR	LLEWELLYN AVE	27TH ST	35TH ST	NS	27.6	1.09	16:30	-0.04	1.7	0.03	1.11	24.7	1.05	16:30	-0.07	1.6	0.05	1.10
NOR	LLEWELLYN AVE	35TH ST	38TH ST	NS	27.6	1.09	16:30	-0.04	1.7	0.03	1.11	24.7	1.05	16:30	-0.07	1.6	0.05	1.10
NOR	LLEWELLYN AVE	38TH ST	DELAWARE AVE	NS	29.3	1.09	15:00	-0.07	3.3	0.02	1.11	29.2	1.10	18:15	-0.06	6.1	0.05	1.15
NOR	LLEWELLYN AVE	DELAWARE AVE	GRANBY ST	NS	-	-	-	-	-	-	-	29.2	1.10	18:15	-0.01	6.1	0.05	1.15
NOR	MIDTOWN TUNNEL	PORTSMOUTH CL	BRAMBLETON AVE	NS	29.3	1.52	16:30	0.28	43.2	0.34	1.97	34.1	1.23	16:30	-0.02	27.9	0.18	1.45
NOR	MILITARY HWY	VA BEACH CL	I-264	NS	40.6	1.10	17:30	0.00	9.8	0.14	1.22	31.1	1.38	17:15	0.24	49.9	0.33	1.81
NOR	MILITARY HWY	I-264	VA BEACH BLVD	NS	35.4	1.18	17:00	0.05	21.4	0.25	1.46	29.9	1.43	17:15	0.27	50.1	0.39	1.99
NOR	MILITARY HWY	VA BEACH BLVD	LOWERY RD	NS	25.4	1.32	17:15	0.19	46.3	0.33	1.70	26.9	1.32	17:30	0.17	43.3	0.35	1.75
NOR	MILITARY HWY	LOWERY RD	PRIN ANNE RD/NORTHAMPTON BLVD	NS	25.4	1.32	17:15	0.12	46.3	0.33	1.70	26.9	1.32	17:30	0.08	43.3	0.35	1.75
NOR	MILITARY HWY	PRIN ANNE RD/NORTHAMPTON BLVD	I-64	NS	32.9	1.16	16:45	-0.06	20.4	0.25	1.40	22.5	1.60	17:15	0.38	73.6	0.40	2.21
NOR	MILITARY HWY	I-64	AZALEA GARDEN RD	NS	30.4	1.22	16:45	0.10	11.8	0.15	1.38	28.5	1.33	17:15	0.23	9.8	0.18	1.52
NOR	MILITARY HWY	AZALEA GARDEN RD	NORVIEW AVE	NS	27.3	1.35	17:15	0.20	34.0	0.20	1.62	32.3	1.18	16:45	0.03	13.6	0.13	1.34
NOR	MILITARY HWY	NORVIEW AVE	JOHNSTONS RD	NS	34.5	1.13	16:00	-0.01	11.2	0.08	1.19	31.9	1.25	17:00	0.10	19.9	0.12	1.39
NOR	MILITARY HWY	JOHNSTONS RD	LITTLE CREEK RD	NS	34.7	1.13	15:15	-0.01	11.1	0.09	1.22	35.1	1.14	16:15	-0.01	9.8	0.14	1.30
NOR	MONTICELLO AVE	CITY HALL AVE	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	BRAMBLETON AVE	ST PAULS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	ST PAULS BLVD	VA BEACH BLVD	NS	24.3	1.27	15:00	0.12	22.3	0.20	1.50	20.1	1.33	16:15	0.15	36.3	0.31	1.67
NOR	MONTICELLO AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	24.3	1.27	15:00	0.12	21.8	0.20	1.50	20.1	1.33	16:15	0.15	35.4	0.31	1.67
NOR	MONTICELLO AVE	PRINCESS ANNE RD	21ST ST	NS	26.1	1.15	15:00	-0.01	11.4	0.11	1.28	25.2	1.23	15:00	0.05	22.8	0.19	1.46
NOR	MONTICELLO AVE	21ST ST	26TH ST	NS	25.1	1.13	15:30	-0.02	10.8	0.09	1.23	25.0	1.20	17:15	0.05	15.0	0.11	1.31
NOR	MONTICELLO AVE	26TH ST	27TH ST	NS	25.1	1.13	15:30	-0.02	10.8	0.09	1.23	25.0	1.20	17:15	0.05	15.0	0.11	1.31
NOR	MONTICELLO AVE	27TH ST	CHURCH ST	NS	25.1	1.13	15:30	-0.02	10.8	0.09	1.23	25.0	1.20	17:15	0.05	15.0	0.11	1.31
NOR	NEWTOWN RD	KEMPSVILLE RD	I-264	NS	24.6	1.32	17:15	0.16	24.4	0.47	1.94	19.5	1.63	17:00	0.45	75.6	0.27	1.99
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NS	18.5	1.78	17:30	0.61	83.8	0.54	2.68	22.9	1.53	17:15	0.34	62.1	0.33	2.00
NOR	NEWTOWN RD	VA BEACH BLVD	VA BEACH CL	NS	28.0	1.25	17:30	0.04	37.3	0.17	1.41	22.9	1.48	17:15	0.28	67.0	0.17	1.70
NOR	NORTHAMPTON BLVD	MILITARY HWY	KEMPSVILLE RD	EW	26.2	1.44	17:30	0.32	36.3	0.47	2.11	27.4	1.33	17:15	0.24	26.9	0.38	1.83
NOR	NORTHAMPTON BLVD	KEMPSVILLE RD	I-64	EW	26.2	1.44	17:30	0.32	40.2	0.47	2.11	27.4	1.33	17:15	0.24	26.5	0.38	1.83

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL	EW	30.4	1.29	18:00	0.14	75.3	0.33	1.69	23.9	1.58	15:30	0.44	104.9	0.70	2.65
NOR	NORVIEW AVE	TIDEWATER DR	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	CHESAPEAKE BLVD	I-64	EW	34.2	1.12	17:30	-0.02	9.6	0.12	1.25	30.4	1.19	17:15	0.05	14.4	0.21	1.44
NOR	NORVIEW AVE	I-64	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	MILITARY HWY	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	AZALEA GARDEN RD	NORFOLK INT AIRPORT	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	OCEAN VIEW AVE	4TH VIEW ST	TIDEWATER DR	EW	26.8	1.16	15:00	0.06	9.9	0.06	1.21	26.0	1.19	17:15	0.06	13.2	0.21	1.44
NOR	OCEAN VIEW AVE	TIDEWATER DR	GRANBY ST	EW	26.8	1.16	15:00	0.06	9.9	0.06	1.21	26.0	1.19	17:15	0.06	13.2	0.21	1.44
NOR	OCEAN VIEW AVE	GRANBY ST	CHESAPEAKE BLVD	EW	29.2	1.13	16:15	-0.01	9.9	0.10	1.23	33.0	1.07	16:45	-0.05	4.5	0.05	1.12
NOR	OCEAN VIEW AVE	CHESAPEAKE BLVD	21ST BAY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	OLNEY RD	COLLEY AVE	DUKE ST/VA BEACH BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PARK AVE	BRAMBLETON AVE	VA BEACH BLVD	EW	21.1	1.19	16:45	0.06	10.6	0.13	1.33	20.5	1.27	17:15	0.11	20.6	0.10	1.38
NOR	PARK AVE	VA BEACH BLVD	PRINCESS ANNE RD	EW	21.6	1.20	17:30	0.07	14.3	0.10	1.30	20.6	1.28	15:00	0.16	20.2	0.07	1.36
NOR	PRINCESS ANNE RD	HAMPTON BLVD	COLLEY AVE	EW	16.8	1.07	18:15	-0.04	2.8	0.08	1.14	16.7	1.14	15:30	0.04	3.4	0.08	1.19
NOR	PRINCESS ANNE RD	COLLEY AVE	LLEWELLYN AVE	EW	19.4	1.23	16:00	0.07	13.1	0.08	1.29	20.6	1.21	16:45	0.09	7.6	0.13	1.33
NOR	PRINCESS ANNE RD	LLEWELLYN AVE	MONTICELLO AVE	EW	18.2	1.21	16:15	0.03	13.6	0.13	1.34	19.4	1.24	15:30	0.08	13.9	0.21	1.46
NOR	PRINCESS ANNE RD	MONTICELLO AVE	CHURCH ST	EW	23.1	1.08	16:15	-0.09	3.7	0.10	1.19	24.6	1.10	15:45	-0.03	3.1	0.12	1.21
NOR	PRINCESS ANNE RD	CHURCH ST	TIDEWATER DR	EW	23.1	1.08	16:15	-0.05	4.8	0.10	1.19	24.6	1.10	15:45	-0.03	5.3	0.12	1.21
NOR	PRINCESS ANNE RD	TIDEWATER DR	MAY AVE	EW	24.1	1.16	15:30	0.03	13.1	0.09	1.26	24.7	1.17	15:45	0.04	10.1	0.12	1.27
NOR	PRINCESS ANNE RD	MAY AVE	PARK AVE	EW	24.1	1.16	15:30	0.03	13.1	0.09	1.26	24.7	1.17	15:45	0.04	10.1	0.12	1.27
NOR	PRINCESS ANNE RD	PARK AVE	BALLENTINE BLVD	EW	27.7	1.16	16:15	0.03	8.7	0.10	1.27	29.7	1.12	16:00	0.00	7.7	0.09	1.23
NOR	PRINCESS ANNE RD	BALLENTINE BLVD	INGLESIDE RD	EW	24.4	1.27	16:30	0.13	23.3	0.20	1.53	25.0	1.24	15:45	0.11	22.8	0.14	1.40
NOR	PRINCESS ANNE RD	INGLESIDE RD	AZALEA GARDEN RD	EW	27.2	1.19	17:15	0.05	14.4	0.16	1.38	29.9	1.11	17:15	-0.04	9.7	0.08	1.18
NOR	PRINCESS ANNE RD	AZALEA GARDEN RD	SEWELLS POINT RD	EW	27.2	1.19	17:15	0.05	15.3	0.16	1.38	29.9	1.11	17:15	-0.03	8.6	0.08	1.18
NOR	PRINCESS ANNE RD	SEWELLS POINT RD	MILITARY HWY	EW	27.2	1.19	17:15	0.05	15.3	0.16	1.38	29.9	1.11	17:15	-0.03	8.6	0.08	1.18
NOR	ROBIN HOOD RD	CHESAPEAKE BLVD	SEWELLS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ROBIN HOOD RD	SEWELLS POINT RD	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ROBIN HOOD RD	AZALEA GARDEN RD	ELLSMERE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ROBIN HOOD RD	ELLSMERE AVE	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	PRINCESS ANNE RD	AZALEA GARDEN RD	NS	25.5	1.18	16:30	-0.05	16.5	0.03	1.21	23.8	1.09	18:45	0.00	2.0	0.04	1.11
NOR	SEWELLS POINT RD	AZALEA GARDEN RD	ROBIN HOOD RD	NS	25.5	1.18	16:30	0.03	16.5	0.03	1.21	23.8	1.09	18:45	0.02	2.0	0.04	1.11
NOR	SEWELLS POINT RD	ROBIN HOOD RD	CHESAPEAKE BLVD	NS	29.6	1.12	16:15	-0.01	9.7	0.07	1.19	33.0	1.06	18:45	-0.01	1.2	0.06	1.11
NOR	SEWELLS POINT RD	CHESAPEAKE BLVD	PARTRIDGE ST	NS	25.0	1.12	15:00	-0.02	4.3	0.06	1.17	23.8	1.18	15:30	0.05	7.6	0.10	1.28
NOR	SEWELLS POINT RD	PARTRIDGE ST	PHILPOTTS RD	NS	25.0	1.12	15:00	-0.02	4.3	0.06	1.17	23.8	1.18	15:30	0.05	7.6	0.10	1.28
NOR	SEWELLS POINT RD	PHILPOTTS RD	I-64	NS	26.3	1.16	15:15	0.06	5.2	0.03	1.19	26.8	1.04	16:00	-0.06	1.9	0.05	1.09
NOR	SEWELLS POINT RD	I-64	LITTLE CREEK RD	NS	26.3	1.16	15:15	0.06	5.2	0.03	1.19	26.8	1.04	16:00	-0.06	1.9	0.05	1.09
NOR	SHORE DRIVE	21ST BAY ST	LITTLE CREEK RD	EW	28.1	1.28	17:00	0.13	20.4	0.14	1.43	31.8	1.17	17:00	0.01	14.4	0.16	1.33
NOR	SHORE DRIVE	LITTLE CREEK RD	VA BEACH CL	EW	32.4	1.33	17:00	0.14	23.7	0.40	1.85	40.7	1.06	17:30	-0.04	2.5	0.11	1.18
NOR	SOUTH MAIN ST	I-464	BAINBRIDGE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SOUTH MAIN ST	BAINBRIDGE BLVD	LIBERTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SOUTH MAIN ST	LIBERTY ST	BERKLEY AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ST PAULS BLVD	WATERSIDE DR	CITY HALL AVE	NS	21.7	1.37	17:30	0.22	32.4	0.31	1.57	21.2	1.22	17:15	0.13	11.6	0.18	1.42
NOR	ST PAULS BLVD	CITY HALL AVE	I-264 RAMP/MACARTHUR MALL	NS	22.1	1.24	16:30	0.08	34.9	0.25	1.48	20.2	1.35	17:15	0.16	62.4	0.37	1.81
NOR	ST PAULS BLVD	I-264 RAMP/MACARTHUR MALL	BRAMBLETON AVE	NS	23.7	1.26	15:15	0.10	28.1	0.24	1.54	18.3	1.72	17:15	0.53	106.2	0.51	2.36
NOR	ST PAULS BLVD	BRAMBLETON AVE	MONTICELLO AVE	NS	24.3	1.27	15:00	0.18	18.3	0.20	1.50	20.1	1.33	16:15	0.22	31.8	0.31	1.67
NOR	STATE ST	LIBERTY ST	BERKLEY AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	STATE ST	BERKLEY AVE	I-464 RAMP	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	THOLE ST	GRANBY ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	CITY HALL AVE	BRAMBLETON AVE	NS	34.3	1.14	17:45	0.03	8.8	0.18	1.33	26.1	1.42	17:00	0.32	20.2	0.40	1.93
NOR	TIDEWATER DR	BRAMBLETON AVE	VA BEACH BLVD	NS	27.8	1.16	17:00	0.02	20.7	0.22	1.41	22.5	1.51	17:00	0.37	53.1	0.31	1.98

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Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
NOR	TIDEWATER DR	VA BEACH BLVD	PRINCESS ANNE RD	NS	29.7	1.15	16:45	0.02	16.6	0.27	1.45	25.8	1.32	16:45	0.20	34.4	0.36	1.78
NOR	TIDEWATER DR	PRINCESS ANNE RD	LAFAYETTE BLVD	NS	33.0	1.10	16:45	-0.07	10.4	0.11	1.22	30.8	1.19	16:45	0.03	18.9	0.16	1.38
NOR	TIDEWATER DR	LAFAYETTE BLVD	CROMWELL DR	NS	28.9	1.17	17:15	0.01	16.7	0.32	1.54	30.3	1.16	15:15	0.01	13.0	0.11	1.28
NOR	TIDEWATER DR	CROMWELL DR	NORVIEW AVE	NS	31.4	1.15	16:15	-0.06	20.0	0.23	1.41	23.7	1.48	17:00	0.29	57.6	0.46	2.08
NOR	TIDEWATER DR	NORVIEW AVE	THOLE ST	NS	36.2	1.11	16:00	-0.08	12.1	0.15	1.27	37.1	1.09	16:45	-0.11	9.3	0.16	1.26
NOR	TIDEWATER DR	THOLE ST	I-64	NS	33.6	1.13	17:15	-0.06	15.3	0.31	1.46	31.8	1.16	16:15	-0.03	20.8	0.13	1.31
NOR	TIDEWATER DR	I-64	LITTLE CREEK RD	NS	28.9	1.19	17:00	-0.02	23.3	0.20	1.42	25.1	1.15	15:30	0.01	16.6	0.13	1.29
NOR	TIDEWATER DR	LITTLE CREEK RD	BAYVIEW BLVD	NS	36.3	1.07	17:30	-0.03	5.5	0.07	1.15	37.9	1.07	15:00	0.00	4.2	0.05	1.12
NOR	TIDEWATER DR	BAYVIEW BLVD	GRANBY ST	NS	38.5	1.07	15:30	0.00	2.6	0.04	1.10	38.4	1.07	16:00	-0.02	3.2	0.05	1.11
NOR	TIDEWATER DR	GRANBY ST	OCEAN VIEW AVE	NS	31.7	1.21	16:45	0.15	5.2	0.31	1.58	37.9	1.08	16:00	0.01	2.5	0.04	1.12
NOR	VA BEACH BLVD	OLNEY RD	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	GRANBY ST	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	MONTICELLO AVE	CHURCH ST	EW	25.8	1.12	17:30	-0.02	10.0	0.05	1.18	24.8	1.17	16:45	0.04	7.7	0.06	1.22
NOR	VA BEACH BLVD	CHURCH ST	TIDEWATER DR	EW	25.8	1.12	17:30	-0.02	10.0	0.05	1.18	24.8	1.17	16:45	0.04	7.7	0.06	1.22
NOR	VA BEACH BLVD	TIDEWATER DR	PARK AVE	EW	26.5	1.24	16:15	0.08	15.2	0.12	1.34	27.8	1.18	15:30	0.06	11.8	0.07	1.24
NOR	VA BEACH BLVD	PARK AVE	BALLENTINE BLVD	EW	28.4	1.20	16:30	0.07	13.2	0.08	1.26	30.9	1.10	16:00	-0.03	6.8	0.07	1.15
NOR	VA BEACH BLVD	BALLENTINE BLVD	INGLESIDE RD	EW	28.0	1.18	15:00	0.05	20.8	0.21	1.43	28.2	1.20	15:00	0.08	20.0	0.19	1.43
NOR	VA BEACH BLVD	INGLESIDE RD	AZALEA GARDEN RD	EW	32.1	1.15	15:00	0.02	16.0	0.26	1.45	30.4	1.18	17:45	0.06	19.4	0.18	1.38
NOR	VA BEACH BLVD	AZALEA GARDEN RD	JETT ST	EW	32.0	1.16	17:15	0.00	16.2	0.13	1.32	32.1	1.15	16:00	0.03	12.4	0.10	1.26
NOR	VA BEACH BLVD	JETT ST	MILITARY HWY	EW	32.0	1.16	17:15	0.00	16.2	0.13	1.32	32.1	1.15	16:00	0.03	12.4	0.10	1.26
NOR	VA BEACH BLVD	MILITARY HWY	GLENROCK RD	EW	26.3	1.36	17:15	0.21	27.7	0.25	1.70	31.5	1.16	15:00	0.03	16.1	0.11	1.26
NOR	VA BEACH BLVD	GLENROCK RD	KEMPSVILLE RD	EW	26.3	1.36	17:15	0.17	27.7	0.25	1.70	31.5	1.16	15:00	0.00	16.1	0.11	1.26
NOR	VA BEACH BLVD	KEMPSVILLE RD	NEWTOWN RD	EW	26.3	1.36	17:15	0.19	28.1	0.25	1.70	31.5	1.16	15:00	0.00	16.3	0.11	1.26
NOR	WESLEYAN DR	NORTHAMPTON BLVD	NCL VA BEACH	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WILLOW WOOD DR	GRANBY ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WILSON RD	BERKLEY AVE/CHESAPEAKE CL	INDIAN RIVER RD	EW	20.7	1.12	17:00	-0.10	6.1	0.15	1.28	21.1	1.18	17:30	0.06	6.1	0.17	1.37
NOR	WILSON RD	INDIAN RIVER RD	CAMPOSTELLA RD	EW	20.7	1.12	17:00	-0.02	6.1	0.15	1.28	21.1	1.18	17:30	0.09	6.1	0.17	1.37
POQ	EAST YORKTOWN RD	YORK CL	HUNT'S NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	EAST YORKTOWN RD	HUNT'S NECK RD	POQUOSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	LITTLE FLORIDA RD	WYTHE CREEK RD	POQUOSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	POQUOSON AVE	WYTHE CREEK RD	LITTLE FLORIDA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	VICTORY BLVD	YORK CL	WYTHE CREEK RD	EW	36.8	1.22	17:30	0.09	9.1	0.08	1.33	37.8	1.22	16:45	0.12	7.1	0.07	1.29
POQ	WYTHE CREEK RD	HAMPTON CL	ALPHUS ST	NS	35.7	1.06	17:15	-0.15	4.1	0.03	1.10	36.5	1.07	15:15	-0.05	1.8	0.06	1.11
POQ	WYTHE CREEK RD	ALPHUS ST	LITTLE FLORIDA RD	NS	35.7	1.06	17:15	-0.07	4.1	0.03	1.10	36.5	1.07	15:15	-0.02	1.8	0.06	1.11
POQ	WYTHE CREEK RD	LITTLE FLORIDA RD	HUDGINS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	WYTHE CREEK RD	HUDGINS RD	POQUOSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	CHESAPEAKE CL	GREENWOOD DR	EW	38.8	1.06	17:15	-0.08	1.9	0.06	1.10	37.5	1.05	15:00	-0.07	1.9	0.05	1.08
PORT	AIRLINE BLVD	GREENWOOD DR	ELMHURST LN	EW	28.3	1.09	16:00	-0.03	3.5	0.07	1.16	27.3	1.10	17:45	-0.03	4.8	0.08	1.16
PORT	AIRLINE BLVD	ELMHURST LN	.55 MI E ELMHURST LN	EW	28.3	1.09	16:00	-0.02	3.0	0.07	1.16	27.3	1.10	17:45	-0.03	3.9	0.08	1.16
PORT	AIRLINE BLVD	.55 MI E ELMHURST LN	VICTORY BLVD	EW	28.3	1.09	16:00	0.00	3.0	0.07	1.16	27.3	1.10	17:45	0.00	3.9	0.08	1.16
PORT	AIRLINE BLVD	VICTORY BLVD	PORTSMOUTH BLVD	EW	28.3	1.09	16:00	0.00	3.3	0.07	1.16	27.3	1.10	17:45	0.00	4.9	0.08	1.16
PORT	AIRLINE BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	28.4	1.13	16:45	0.01	7.5	0.17	1.28	28.1	1.14	16:00	0.02	9.1	0.06	1.20
PORT	AIRLINE BLVD	FREDERICK BLVD	HIGH ST	EW	27.8	1.19	16:45	0.07	10.2	0.09	1.27	24.7	1.21	16:45	0.08	19.8	0.15	1.40
PORT	CAVALIER BLVD	CHESAPEAKE CL	GREENWOOD DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CEDAR LN	HIGH ST	W NORFOLK RD	NS	32.5	1.08	16:45	-0.06	3.8	0.06	1.14	32.2	1.10	18:30	-0.03	4.8	0.06	1.15
PORT	CEDAR LN	W NORFOLK RD	WESTERN FREEWAY	NS	32.5	1.08	16:45	-0.03	4.3	0.06	1.14	32.2	1.10	18:30	0.00	7.1	0.06	1.15
PORT	CEDAR LN	WESTERN FREEWAY	S PERIMETER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	CHESAPEAKE CL	W NORFOLK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	W NORFOLK RD	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	TYRE NECK RD	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
PORT	COAST GUARD BLVD	CEDAR LN	COAST GUARD BASE GATE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COUNTY ST	CONSTITUTION AVE	PENINSULA AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COUNTY ST	PENINSULA AVE	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COUNTY ST	ELM AVE	EFFINGHAM ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	PAVILION DR	COUNTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	COUNTY ST	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	HIGH ST	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	COURT ST	LONDON BLVD	CRAWFORD PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD PKWY	EFFINGHAM ST	CRAWFORD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST	CRAWFORD PKWY	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST	LONDON BLVD	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST	HIGH ST	COUNTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CRAWFORD ST/BART ST	COUNTY ST	COURT ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	VICTORY BLVD	GREENWOOD DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	GREENWOOD DR	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DEEP CREEK BLVD	FREDERICK BLVD	DES MOINES AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	DES MOINES AVE	DEEP CREEK BLVD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GEORGE WASHINGTON HWY	FREDERICK BLVD	ELM AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GEORGE WASHINGTON HWY	ELM AVE	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	PORTSMOUTH BLVD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	I-264	SOUTH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	SOUTH ST	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	HIGH ST	LONDON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	LONDON BLVD	NORTH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	NORTH ST	CRAWFORD PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	EFFINGHAM ST	CRAWFORD PKWY	NAVAL MEDICAL CENTER	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELM AVE	LONDON BLVD	HIGH ST	NS	21.3	1.18	18:30	0.05	6.0	0.08	1.26	21.5	1.07	15:30	-0.06	3.0	0.08	1.16
PORT	ELM AVE	HIGH ST	COUNTY ST	NS	21.3	1.18	18:30	0.05	8.3	0.08	1.26	21.5	1.07	15:30	-0.06	4.7	0.08	1.16
PORT	ELM AVE	COUNTY ST	SOUTH ST	NS	21.3	1.18	18:30	0.05	9.7	0.08	1.26	21.5	1.07	15:30	-0.06	5.0	0.08	1.16
PORT	ELM AVE	SOUTH ST	I-264	NS	25.0	1.08	15:15	-0.05	2.5	0.08	1.15	23.3	1.12	17:30	-0.01	3.7	0.05	1.16
PORT	ELM AVE	I-264	PORTSMOUTH BLVD	NS	25.0	1.08	15:15	-0.05	2.5	0.08	1.15	23.3	1.12	17:30	-0.01	3.7	0.05	1.16
PORT	ELM AVE	PORTSMOUTH BLVD	EFFINGHAM ST	NS	27.1	1.07	15:45	-0.01	0.8	0.14	1.22	28.2	1.06	15:45	-0.02	0.9	0.15	1.21
PORT	ELM AVE	EFFINGHAM ST	VICTORY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELM AVE	VICTORY BLVD	BURTONS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELM AVE	BURTONS POINT RD	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELMHURST LN	GARWOOD AVE	AIRLINE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	ELMHURST LN	AIRLINE BLVD	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	FREDERICK BLVD	GEORGE WASHINGTON HWY	PORTSMOUTH BLVD	NS	32.6	1.13	16:15	0.02	6.6	0.08	1.22	33.2	1.10	15:15	0.00	4.0	0.15	1.26
PORT	FREDERICK BLVD	PORTSMOUTH BLVD	DEEP CREEK BLVD	NS	30.4	1.15	15:30	0.02	10.0	0.18	1.35	32.1	1.09	15:30	-0.01	4.4	0.16	1.25
PORT	FREDERICK BLVD	DEEP CREEK BLVD	I-264	NS	30.4	1.15	15:30	0.00	13.2	0.18	1.35	32.1	1.09	15:30	-0.02	5.5	0.16	1.25
PORT	FREDERICK BLVD	I-264	TURNPIKE RD	NS	26.7	1.20	16:15	-0.05	29.6	0.21	1.44	26.2	1.18	15:15	0.00	24.6	0.22	1.44
PORT	FREDERICK BLVD	TURNPIKE RD	AIRLINE BLVD	NS	26.7	1.20	16:15	-0.01	22.0	0.21	1.44	26.2	1.18	15:15	0.00	19.2	0.22	1.44
PORT	FREDERICK BLVD	AIRLINE BLVD	HIGH ST	NS	32.1	1.12	17:30	-0.02	7.9	0.09	1.21	32.4	1.11	15:15	-0.02	6.4	0.07	1.19
PORT	GARWOOD AVE	GREENWOOD DR	ELMHURST LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GEORGE WASHINGTON HWY	CHESAPEAKE CL	VICTORY BLVD	NS	28.5	1.23	16:15	0.09	13.1	0.23	1.51	29.2	1.16	16:15	-0.01	13.5	0.10	1.28
PORT	GEORGE WASHINGTON HWY	VICTORY BLVD	DAVIS ST	NS	30.2	1.12	15:45	-0.01	7.8	0.10	1.22	28.9	1.14	16:15	-0.04	11.4	0.16	1.32
PORT	GEORGE WASHINGTON HWY	DAVIS ST	GREENWOOD DR	NS	30.2	1.12	15:45	-0.03	8.8	0.10	1.22	28.9	1.14	16:15	-0.08	14.2	0.16	1.32
PORT	GEORGE WASHINGTON HWY	GREENWOOD DR	FREDERICK BLVD	NS	30.2	1.12	15:45	-0.04	9.6	0.10	1.22	28.9	1.14	16:15	-0.09	15.5	0.16	1.32
PORT	GREENWOOD DR	AIRLINE BLVD	I-264	EW	29.6	1.10	16:15	-0.01	5.6	0.09	1.19	28.9	1.18	16:15	0.05	12.7	0.24	1.46

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
PORT	GREENWOOD DR	I-264	CAVALIER BLVD	EW	31.9	1.13	16:30	0.02	7.1	0.09	1.20	34.6	1.05	16:15	-0.06	3.1	0.08	1.14
PORT	GREENWOOD DR	CAVALIER BLVD	VICTORY BLVD	EW	32.4	1.05	16:30	-0.04	1.5	0.05	1.10	31.8	1.07	15:45	-0.03	2.5	0.09	1.16
PORT	GREENWOOD DR	VICTORY BLVD	INDEPENDENCE ST	EW	27.9	1.07	15:00	-0.01	1.4	0.03	1.10	26.4	1.10	15:00	0.01	2.2	0.04	1.12
PORT	GREENWOOD DR	INDEPENDENCE ST	DEEP CREEK BLVD	EW	27.9	1.07	15:00	-0.03	1.5	0.03	1.10	26.4	1.10	15:00	0.00	2.3	0.04	1.12
PORT	GREENWOOD DR	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	27.9	1.07	15:00	-0.02	1.2	0.03	1.10	26.4	1.10	15:00	0.00	1.9	0.04	1.12
PORT	HARBOR ST	TURNPIKE RD	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	TYRE NECK RD	CHURCHLAND BLVD	EW	29.9	1.14	18:30	0.03	8.9	0.09	1.21	29.5	1.19	17:30	0.08	11.8	0.10	1.28
PORT	HIGH ST	CHURCHLAND BLVD	CEDAR LA	EW	29.9	1.14	18:30	0.01	12.3	0.09	1.21	29.5	1.19	17:30	0.05	16.7	0.10	1.28
PORT	HIGH ST	CEDAR LA	FREDERICK BLVD	EW	32.4	1.11	15:15	-0.07	12.8	0.07	1.19	32.1	1.12	17:30	-0.06	10.6	0.09	1.21
PORT	HIGH ST	FREDERICK BLVD	AIRLINE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	AIRLINE BLVD	MT VERNON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	MT VERNON AVE	M L K FWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	M L K FWY	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	ELM AVE	EFFINGHAM ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	EFFINGHAM ST	CRAWFORD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON BLVD	HIGH ST	MT VERNON AVE	EW	27.8	1.19	16:45	0.08	10.1	0.09	1.27	24.7	1.21	16:45	0.07	21.2	0.15	1.40
PORT	LONDON BLVD	MT VERNON AVE	M L K FWY	EW	36.9	1.08	15:30	-0.01	3.5	0.08	1.17	34.3	1.14	15:30	0.02	10.0	0.25	1.42
PORT	LONDON BLVD	M L K FWY	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON BLVD	ELM AVE	EFFINGHAM ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON ST	EFFINGHAM ST	CRAWFORD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	NORFOLK CL	NS	29.3	1.52	16:30	0.28	43.2	0.34	1.97	34.1	1.23	16:30	-0.02	27.9	0.18	1.45
PORT	PORTCENTRE PKWY	PORTSMOUTH BLVD	CRAWFORD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	CHESAPEAKE CL	ELMHURST LN	EW	29.5	1.19	17:30	0.00	20.4	0.09	1.28	31.4	1.15	17:00	-0.06	17.6	0.10	1.25
PORT	PORTSMOUTH BLVD	ELMHURST LN	VICTORY BLVD	EW	32.3	1.09	15:30	-0.05	6.4	0.07	1.16	31.6	1.13	15:15	-0.04	12.2	0.08	1.22
PORT	PORTSMOUTH BLVD	VICTORY BLVD	AIRLINE BLVD	EW	26.5	1.19	16:30	0.08	9.2	0.19	1.41	28.4	1.23	16:00	0.08	12.5	0.19	1.45
PORT	PORTSMOUTH BLVD	AIRLINE BLVD	TURNPIKE RD	EW	32.7	1.09	15:30	-0.05	4.5	0.05	1.14	27.8	1.21	17:30	0.08	12.5	0.15	1.39
PORT	PORTSMOUTH BLVD	TURNPIKE RD	I-264	EW	32.7	1.09	15:30	0.00	2.8	0.05	1.14	27.8	1.21	17:30	0.11	10.2	0.15	1.39
PORT	PORTSMOUTH BLVD	I-264	DEEP CREEK BLVD	EW	32.5	1.10	15:15	0.00	2.6	0.07	1.14	33.2	1.05	15:00	-0.04	1.9	0.05	1.09
PORT	PORTSMOUTH BLVD	DEEP CREEK BLVD	FREDERICK BLVD	EW	27.0	1.21	15:15	0.13	2.9	0.07	1.28	27.7	1.16	15:00	0.07	4.5	0.13	1.30
PORT	PORTSMOUTH BLVD	FREDERICK BLVD	ELM AVE	EW	28.6	1.16	15:00	0.07	2.0	0.11	1.27	27.2	1.14	15:15	0.03	6.9	0.07	1.20
PORT	PORTSMOUTH BLVD	ELM AVE	EFFINGHAM ST	EW	22.2	1.25	15:30	0.17	3.0	0.13	1.40	24.4	1.15	15:15	0.05	5.3	0.04	1.17
PORT	PORTSMOUTH BLVD	EFFINGHAM ST	PORTCENTRE PKWY	EW	20.9	1.24	15:15	0.15	1.7	0.05	1.30	24.2	1.19	17:45	0.11	5.1	0.09	1.28
PORT	TOWN POINT RD	SUFFOLK CL	TWIN PINES RD	EW	27.9	1.11	18:15	-0.07	4.6	0.09	1.20	28.0	1.07	17:30	-0.12	2.9	0.04	1.08
PORT	TOWN POINT RD	TWIN PINES RD	WESTERN FREEWAY	EW	27.9	1.22	17:00	0.05	17.3	0.10	1.33	31.2	1.19	18:15	0.04	15.5	0.17	1.37
PORT	TOWN POINT RD	WESTERN FREEWAY	CHESAPEAKE CL	EW	25.9	1.16	17:00	-0.02	13.1	0.18	1.36	27.6	1.14	17:00	-0.03	13.4	0.15	1.30
PORT	TURNPIKE RD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TURNPIKE RD	FREDERICK BLVD	HOWARD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TURNPIKE RD	HOWARD ST	HARBOR DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TURNPIKE RD	HARBOR DR	COUNTY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TWIN PINES RD	TOWN POINT RD	HEDGEROW LN	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TYRE NECK RD	CHESAPEAKE CL	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TYRE NECK RD	HIGH ST	CHURCHLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TYRE NECK RD	CHURCHLAND BLVD	WEST NORFOLK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	VICTORY BLVD	PORTSMOUTH BLVD	AIRLINE BLVD	EW	24.4	1.11	17:15	0.01	4.4	0.09	1.21	25.8	1.17	15:00	0.07	7.6	0.07	1.25
PORT	VICTORY BLVD	AIRLINE BLVD	I-264	EW	24.2	1.18	17:15	0.06	16.2	0.20	1.39	25.9	1.28	16:45	0.15	23.1	0.27	1.62
PORT	VICTORY BLVD	I-264	GREENWOOD DR	EW	27.4	1.24	16:15	0.08	19.8	0.22	1.48	28.6	1.25	16:15	0.06	20.0	0.13	1.42
PORT	VICTORY BLVD	GREENWOOD DR	DEEP CREEK BLVD	EW	28.5	1.19	16:15	0.08	10.2	0.09	1.26	30.4	1.15	16:00	0.01	10.1	0.12	1.29
PORT	VICTORY BLVD	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	28.5	1.19	16:15	0.08	9.4	0.09	1.26	30.4	1.15	16:00	0.00	12.3	0.12	1.29
PORT	VICTORY BLVD	GEORGE WASHINGTON HWY	AFTON PKWY	EW	35.0	1.05	15:15	-0.03	0.8	0.07	1.12	34.3	1.08	16:15	-0.04	3.4	0.13	1.19
PORT	VICTORY BLVD	AFTON PKWY	ELM AVE	EW	35.0	1.05	15:15	-0.03	0.6	0.07	1.12	34.3	1.08	16:15	-0.03	2.4	0.13	1.19

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
PORT	W NORFOLK RD	CHURCHLAND BLVD	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	W NORFOLK RD	TYRE NECK RD	CEDAR LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	W NORFOLK RD	CEDAR LN	WESTERN FWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	WESTERN BRANCH BLVD	CHESAPEAKE CL	TYRE NECK RD	EW	29.9	1.14	18:30	0.00	10.3	0.09	1.21	29.5	1.19	17:30	0.03	16.2	0.10	1.28
SH	BUS ROUTE 58	ROUTE 35	ECL COURTLAND	EW	38.3	1.02	15:15	-0.10	0.2	0.03	1.04	38.9	1.03	15:15	-0.10	0.6	0.03	1.05
SH	BUS ROUTE 58	ECL COURTLAND	ROUTE 58	EW	38.3	1.02	15:15	-0.04	0.2	0.03	1.04	38.9	1.03	15:15	-0.03	0.6	0.03	1.05
SH	BUSINESS ROUTE 58 (CAMP PKWY	ROUTE 58	DELAWARE RD (RTE 687)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	BUSINESS ROUTE 58 (CAMP PKWY	DELAWARE RD (RTE 687)	FRANKLIN CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	NC STATE LINE	SCL BOYKINS	NS	41.7	1.10	17:45	0.06	0.4	0.04	1.12	45.0	1.07	17:00	0.02	0.2	0.03	1.09
SH	ROUTE 35	SCL BOYKINS	ROUTE 1324	NS	41.7	1.10	17:45	0.06	0.4	0.04	1.12	45.0	1.07	17:00	0.02	0.2	0.03	1.09
SH	ROUTE 35	ROUTE 1324	ROUTE 186	NS	41.7	1.10	17:45	-0.02	0.4	0.04	1.12	45.0	1.07	17:00	-0.06	0.2	0.03	1.09
SH	ROUTE 35	ROUTE 186	NCL BOYKINS	NS	31.2	1.15	15:30	0.03	1.9	0.07	1.20	28.4	1.13	15:00	0.00	1.8	0.05	1.15
SH	ROUTE 35	NCL BOYKINS	ROUTE 671	NS	31.2	1.15	15:30	0.10	1.9	0.07	1.20	28.4	1.13	15:00	0.07	1.8	0.05	1.15
SH	ROUTE 35	ROUTE 671	GRAYS SHOP RD (RTE 673)	NS	47.3	1.10	18:30	0.06	0.3	0.06	1.16	46.4	1.12	15:00	0.08	0.3	0.08	1.21
SH	ROUTE 35	GRAYS SHOP RD (RTE 673)	ROUTE 58	NS	50.3	1.03	15:30	-0.01	0.1	0.03	1.05	50.0	1.04	15:30	-0.01	0.1	0.02	1.05
SH	ROUTE 35/BUS ROUTE 58	ROUTE 58	WCL COURTLAND	EW	40.1	1.03	15:15	-0.04	0.3	0.05	1.07	41.9	1.03	18:45	-0.01	0.3	0.02	1.05
SH	ROUTE 35/BUS ROUTE 58	WCL COURTLAND	BUS RTE 58	EW	40.1	1.03	15:15	-0.10	0.3	0.05	1.07	41.9	1.03	18:45	-0.09	0.3	0.02	1.05
SH	ROUTE 35	BUS RTE 58	NCL COURTLAND	NS	49.3	1.02	17:15	-0.10	0.3	0.02	1.03	49.8	1.02	17:30	-0.10	0.2	0.03	1.04
SH	ROUTE 35	NCL COURTLAND	IVOR RD (RTE 616)	NS	49.3	1.02	17:15	-0.04	0.3	0.02	1.03	49.8	1.02	17:30	-0.03	0.2	0.03	1.04
SH	ROUTE 35	IVOR RD (RTE 616)	CARYS BRIDGE RD (RTE 653)	NS	49.3	1.02	17:15	-0.02	0.1	0.02	1.03	49.8	1.02	17:30	-0.02	0.1	0.03	1.04
SH	ROUTE 35	CARYS BRIDGE RD (RTE 653)	SUSSEX CL	NS	50.8	1.02	18:45	-0.02	0.1	0.03	1.04	50.8	1.02	18:45	-0.02	0.1	0.03	1.04
SH	ROUTE 58	GREENSVILLE CL	ADAMS GROVE RD (RTE 615)	EW	62.2	1.01	18:45	-0.04	0.1	0.03	1.04	62.9	1.00	16:00	-0.07	0.0	0.03	1.03
SH	ROUTE 58	ADAMS GROVE RD (RTE 615)	DREWRY RD (RTE 659)	EW	62.2	1.01	18:45	-0.04	0.1	0.03	1.04	62.9	1.00	16:00	-0.06	0.0	0.03	1.03
SH	ROUTE 58	DREWRY RD (RTE 659)	PINOPOLIS RD (ROUTE 653)	EW	63.2	1.00	17:45	-0.05	0.1	0.03	1.03	63.4	0.99	18:30	-0.06	0.0	0.03	1.02
SH	ROUTE 58	PINOPOLIS RD (ROUTE 653)	ROUTE 35	EW	61.9	1.02	15:30	-0.05	0.2	0.04	1.06	62.0	1.02	15:15	-0.05	0.1	0.04	1.06
SH	ROUTE 58	ROUTE 35	BUS RTE 58 W	EW	58.7	1.05	16:15	-0.02	1.0	0.08	1.12	60.6	1.01	17:45	-0.05	0.2	0.06	1.07
SH	ROUTE 58	BUS RTE 58 W	CAMP PKWY (BUS RTE 58 E)	EW	52.5	1.07	17:15	-0.01	2.9	0.13	1.20	48.9	1.16	17:45	0.08	6.7	0.24	1.43
SH	ROUTE 58	CAMP PKWY (BUS RTE 58 E)	ARMORY DR (RTE 671)	EW	62.2	1.00	18:45	-0.06	0.0	0.04	1.03	62.6	1.00	18:00	-0.06	0.0	0.03	1.02
SH	ROUTE 58	ARMORY DR (RTE 671)	ROUTE 258	EW	62.4	1.00	18:30	-0.06	0.0	0.04	1.04	62.9	1.00	17:45	-0.07	0.0	0.04	1.04
SH	ROUTE 58	ROUTE 258	PRETLOW RD (RTE 714)	EW	63.1	1.01	18:30	-0.04	0.3	0.04	1.05	63.2	1.01	18:30	-0.06	0.1	0.03	1.04
SH	ROUTE 58	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	63.0	1.00	18:30	-0.06	0.0	0.03	1.03	63.4	1.01	18:45	-0.05	0.2	0.03	1.04
SH	ROUTE 186	NC STATE LINE	WCL BRANCHVILLE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	WCL BRANCHVILLE	JOYNER RD (RTE 701)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	JOYNER RD (RTE 701)	ECL BRANCHVILLE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	ECL BRANCHVILLE	WCL BOYKINS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	WCL BOYKINS	ROUTE 35	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 189	ROUTE 258	PRETLOW RD (RTE 714)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 189	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 258	NC STATE LINE	ROUTE 189	EW	58.0	1.04	17:00	-0.01	0.4	0.03	1.07	58.0	1.04	15:45	-0.03	0.4	0.03	1.06
SH	ROUTE 258	ROUTE 189	DOGWOOD BEND RD (RTE 684)	EW	53.4	1.06	16:30	0.00	0.4	0.04	1.08	52.9	1.02	15:45	-0.03	0.1	0.02	1.04
SH	ROUTE 258	DOGWOOD BEND RD (RTE 684)	ROUTE 58	EW	53.4	1.06	16:30	0.01	0.4	0.04	1.08	52.9	1.02	15:45	-0.03	0.1	0.02	1.04
SH	ROUTE 460	SUSSEX CL	WCL IVOR	EW	55.0	1.01	15:30	-0.05	0.2	0.05	1.06	54.9	1.02	18:30	-0.04	0.2	0.05	1.06
SH	ROUTE 460	WCL IVOR	ROUTE 616 (IVOR RD)	EW	55.0	1.01	15:30	-0.05	0.2	0.05	1.06	54.9	1.02	18:30	-0.04	0.2	0.05	1.06
SH	ROUTE 460	ROUTE 616 (IVOR RD)	ECL IVOR	EW	56.3	1.02	18:30	-0.03	0.2	0.04	1.05	55.5	1.01	16:30	-0.05	0.2	0.04	1.06
SH	ROUTE 460	ECL IVOR	ISLE OF WIGHT CL	EW	56.3	1.02	18:30	-0.03	0.2	0.04	1.05	55.5	1.01	16:30	-0.05	0.2	0.04	1.06
SH	ROUTE 616	ROUTE 35	SAINT LUKES RD (RTE 633)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	SAINT LUKES RD (RTE 633)	SEACOCK RD (RTE 614)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	SEACOCK RD (RTE 614)	MILLFIELD RD (RTE 605)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	MILLFIELD RD (RTE 605)	SCL IVOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	SCL IVOR	ROUTE 460	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
SH	ROUTE 671	ROUTE 35	CROSS KEYS RD (RTE 665)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	CROSS KEYS RD (RTE 665)	WCL NEWSOMS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	WCL NEWSOMS	GRAYS SHOP RD (RTE 673)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	GRAYS SHOP RD (RTE 673)	ECL NEWSOMS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	ECL NEWSOMS	SUNBEAM RD (RTE 680)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	SUNBEAM RD (RTE 680)	DELAWARE RD (RTE 687)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	DELAWARE RD (RTE 687)	ROUTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BENNETTS PASTURE RD	NANSEMOND PKWY	KINGS HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BENNETTS PASTURE RD	KINGS HWY	BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	ISLE OF WIGHT CL	E. END CHUCKATUCK BRIDGE	EW	46.9	1.11	17:00	-0.02	4.5	0.09	1.20	47.6	1.07	17:00	-0.05	2.7	0.08	1.15
SUF	BRIDGE RD	E. END CHUCKATUCK BRIDGE	CRITTENDEN RD	EW	46.9	1.11	17:00	0.02	4.5	0.09	1.20	47.6	1.07	17:00	-0.01	2.7	0.08	1.15
SUF	BRIDGE RD	CRITTENDEN RD	N. END NANSEMOND RIVER	EW	49.9	1.06	17:15	-0.05	3.4	0.07	1.13	51.2	1.07	16:15	-0.01	2.7	0.05	1.10
SUF	BRIDGE RD	N. END NANSEMOND RIVER	S. END NANSEMOND RIVER	EW	49.9	1.06	17:15	-0.12	3.4	0.07	1.13	51.2	1.07	16:15	-0.07	2.7	0.05	1.10
SUF	BRIDGE RD	S. END NANSEMOND RIVER	BENNETTS PASTURE RD	EW	49.9	1.06	17:15	-0.05	3.4	0.07	1.13	51.2	1.07	16:15	-0.01	2.7	0.05	1.10
SUF	BRIDGE RD	BENNETTS PASTURE RD	SHOULDERS HILL RD	EW	42.1	1.16	16:00	0.04	14.5	0.16	1.32	45.7	1.09	15:15	0.00	5.5	0.12	1.23
SUF	BRIDGE RD	SHOULDERS HILL RD	HARBOUR VIEW BLVD	EW	41.8	1.11	17:15	-0.06	13.1	0.12	1.22	37.1	1.21	17:15	0.09	14.0	0.22	1.47
SUF	BRIDGE RD	HARBOUR VIEW BLVD	WESTERN FWY	EW	41.8	1.11	17:15	-0.06	12.2	0.12	1.22	37.1	1.21	17:15	0.11	10.8	0.22	1.47
SUF	BRIDGE RD	WESTERN FWY	I-664	EW	41.8	1.11	17:15	0.04	2.8	0.12	1.22	41.9	1.12	17:15	0.02	6.3	0.05	1.15
SUF	BRIDGE RD	I-664	COLLEGE DR	EW	33.7	1.13	15:30	0.04	10.2	0.13	1.27	31.1	1.12	17:00	0.03	9.6	0.08	1.21
SUF	BRIDGE RD	COLLEGE DR	CHESAPEAKE CL	EW	33.7	1.13	15:30	0.03	10.9	0.13	1.27	31.1	1.12	17:00	0.02	10.3	0.08	1.21
SUF	BUCKHORN DR	ROUTE 58	INDIAN TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BUCKHORN DR	INDIAN TRAIL	ISLE OF WIGHT CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	NC STATE LINE	RTE 642	NS	50.6	1.03	16:00	-0.02	0.1	0.03	1.05	51.1	1.04	15:45	-0.03	0.4	0.04	1.06
SUF	CAROLINA RD	RTE 642	RTE 675	NS	50.6	1.03	16:00	-0.02	0.1	0.03	1.05	51.1	1.04	15:45	-0.04	0.5	0.04	1.06
SUF	CAROLINA RD	RTE 675	BABBTOWN RD (RTE 759)	NS	50.6	1.03	16:00	-0.02	0.2	0.03	1.05	51.1	1.04	15:45	-0.04	0.5	0.04	1.06
SUF	CAROLINA RD	BABBTOWN RD (RTE 759)	WHALEYVILLE BLVD	NS	50.6	1.03	16:00	-0.02	0.1	0.03	1.05	51.1	1.04	15:45	-0.03	0.6	0.04	1.06
SUF	CAROLINA RD	WHALEYVILLE BLVD	TURLINGTON RD	NS	50.6	1.11	16:15	0.05	2.3	0.17	1.30	48.5	1.09	18:00	0.01	4.9	0.19	1.30
SUF	CAROLINA RD	TURLINGTON RD	SW SUFFOLK BYPASS	NS	48.7	1.12	16:15	0.06	2.5	0.15	1.27	48.2	1.06	18:45	-0.02	3.0	0.17	1.24
SUF	CAROLINA RD	SW SUFFOLK BYPASS	FAYETTE ST	NS	38.4	1.12	15:00	0.03	2.9	0.05	1.16	38.2	1.10	15:00	0.00	2.8	0.06	1.17
SUF	COLLEGE DR	BRIDGE RD	WESTERN FREEWAY	NS	30.9	1.16	16:15	0.04	10.4	0.13	1.31	23.2	1.26	18:30	0.15	20.8	0.08	1.36
SUF	COLLEGE DR	WESTERN FREEWAY	HAMPTON ROADS PKWY	NS	37.9	1.11	17:00	-0.03	5.9	0.13	1.22	38.9	1.10	16:30	-0.02	5.9	0.12	1.23
SUF	COLLEGE DR	HAMPTON ROADS PKWY	I-664	NS	37.9	1.08	16:00	-0.03	4.0	0.14	1.23	36.2	1.12	16:30	-0.02	9.0	0.14	1.27
SUF	COLLEGE DR	I-664	HARBOUR VIEW BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CONSTANCE RD	HOLLAND RD	PITCHKETTLE RD	EW	33.3	1.08	15:15	-0.03	2.6	0.05	1.13	33.7	1.07	17:00	-0.07	2.7	0.07	1.13
SUF	CONSTANCE RD	PITCHKETTLE RD	MAIN ST	EW	28.7	1.11	17:30	-0.01	3.7	0.06	1.16	29.6	1.08	16:00	-0.07	3.7	0.05	1.13
SUF	CONSTANCE RD	MAIN ST	WILROY RD	EW	33.0	1.12	17:45	0.00	6.1	0.10	1.23	32.2	1.08	16:00	-0.07	5.4	0.12	1.20
SUF	COPELAND RD	ROUTE 58	WHALEYVILLE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COPELAND RD	WHALEYVILLE BLVD	CAROLINA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CRITTENDEN RD	KINGS HWY	BRIDGE RD (RTE 17)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	EVERETTS RD	LAKE PRINCE DR (RTE 604)	MOORE FARM LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	EVERETTS RD	MOORE FARM LN	GODWIN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	FINNEY AVE	N MAIN ST	PINNER ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	PRUDEN BLVD	SUFFOLK BYPASS	NS	33.9	1.14	17:30	0.02	9.7	0.09	1.20	28.9	1.17	15:30	0.05	11.4	0.14	1.33
SUF	GODWIN BLVD	SUFFOLK BYPASS	KINGS FORK RD	NS	36.0	1.17	17:15	0.03	12.2	0.09	1.27	31.6	1.28	17:15	0.13	20.1	0.16	1.49
SUF	GODWIN BLVD	KINGS FORK ROAD	1.36 MI N OF KINGS FORK RD	NS	49.6	1.02	15:45	-0.05	0.4	0.03	1.04	49.9	1.00	15:15	-0.07	0.0	0.03	1.02
SUF	GODWIN BLVD	1.36 MILES N OF KINGS FORK RD	EVERETS RD	NS	49.6	1.02	15:45	-0.08	0.4	0.03	1.04	49.9	1.00	15:15	-0.10	0.0	0.03	1.02
SUF	GODWIN BLVD	EVERETS RD	KINGS HWY	NS	38.6	1.08	15:45	-0.04	2.6	0.10	1.19	39.0	1.08	15:15	-0.02	2.3	0.09	1.17
SUF	GODWIN BLVD	KINGS HWY	ISLE OF WIGHT CL	NS	49.3	1.01	16:00	-0.11	0.2	0.04	1.05	49.6	1.01	18:30	-0.05	0.1	0.04	1.03
SUF	HAMPTON ROADS PKWY	HARBOUR VIEW BLVD	COLLEGE DR	EW	30.9	1.16	15:45	0.06	4.8	0.05	1.21	33.8	1.07	17:15	-0.04	2.9	0.05	1.09
SUF	HAMPTON ROADS PKWY	COLLEGE DR	PORTSMOUTH CL	EW	27.9	1.11	18:15	0.00	4.4	0.09	1.20	28.0	1.07	17:30	-0.05	2.4	0.04	1.08

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
SUF	HARBOUR VIEW BLVD	BRIDGE RD	HAMPTON ROADS PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	HARBOUR VIEW BLVD	HAMPTON ROADS PKWY	COLLEGE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	HOLLAND RD (BUS RTE 58)	SUFFOLK BYPASS	CONSTANCE RD	EW	33.3	1.08	15:15	-0.04	2.6	0.05	1.13	33.7	1.07	17:00	-0.12	3.1	0.07	1.13
SUF	HOLLAND RD (BUS RTE 58)	RURITAN BLVD	HOLLAND RD (RTE 58)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS FORK RD	PITCHKETTLE RD	PRUDEN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS FORK RD	PRUDEN BLVD	GODWIN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS HWY	GODWIN BLVD	CRITTENDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	KINGS HWY	BENNETTS PASTURE RD	NANSEMOND PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	LAKE PRINCE DR (RTE 604)	ROUTE 460 (PRUDEN BLVD)	ROUTE 603 (EVERETTS RD)	NS	39.4	1.02	18:00	-0.04	0.1	0.00	1.02	39.7	1.01	16:15	-0.04	0.0	0.02	1.02
SUF	MAIN ST	FAYETTE ST	WASHINGTON ST	NS	38.4	1.12	15:00	0.02	3.0	0.05	1.16	38.2	1.10	15:00	-0.02	3.3	0.06	1.17
SUF	MAIN ST	WASHINGTON ST	MARKET ST	NS	19.0	1.42	18:00	0.21	28.7	0.11	1.50	21.8	1.19	17:00	-0.07	20.9	0.12	1.34
SUF	MAIN ST	MARKET ST	CONSTANCE RD	NS	19.0	1.42	18:00	0.28	28.7	0.11	1.50	21.8	1.19	17:00	0.03	20.9	0.12	1.34
SUF	MAIN ST	CONSTANCE RD	PRUDEN BLVD/GODWIN BLVD	NS	28.4	1.17	17:30	-0.01	18.4	0.10	1.27	28.4	1.16	17:15	-0.03	16.8	0.11	1.28
SUF	MARKET ST	WASHINGTON ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	WILROY RD	BENNETTS PASTURE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	BENNETTS PASTURE RD	KINGS HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	KINGS HWY	SHOULDERS HILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	NANSEMOND PKWY	SHOULDERS HILL RD	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PINNER ST	WASHINGTON ST	BANK ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PINNER ST	BANK ST	FINNEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PINNER ST	FINNEY AVE	CONSTANCE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PITCHKETTLE RD	CONSTANCE RD	SUFFOLK BYPASS	NS	37.8	1.07	15:00	0.02	0.6	0.05	1.09	36.5	1.09	17:00	0.04	0.9	0.05	1.11
SUF	PITCHKETTLE RD	SUFFOLK BYPASS	KINGS FORK RD	NS	46.2	1.03	18:45	-0.02	0.2	0.02	1.05	45.8	1.05	15:30	0.00	0.3	0.03	1.09
SUF	PORTSMOUTH BLVD	WILROY RD	WASHINGTON ST	EW	39.9	1.15	16:15	0.04	6.9	0.13	1.30	37.8	1.16	16:15	0.03	9.4	0.14	1.32
SUF	PORTSMOUTH BLVD	WASHINGTON ST	SUFFOLK BYPASS	EW	51.4	1.07	15:00	-0.01	3.0	0.07	1.13	48.8	1.08	18:00	-0.02	5.6	0.10	1.19
SUF	PROVIDENCE RD (RTE 604)	KINGS FORK RD	ROUTE 460 (PRUDEN BLVD)	NS	33.4	1.11	18:15	0.06	0.4	0.03	1.12	36.2	1.08	15:00	0.03	0.2	0.03	1.08
SUF	PRUDEN BLVD	ISLE OF WIGHT CL	LAKE PRINCE DR	EW	49.1	1.05	17:15	-0.02	1.3	0.07	1.11	50.5	1.02	15:00	-0.05	0.8	0.06	1.09
SUF	PRUDEN BLVD	LAKE PRINCE DR	KINGS FORK RD	EW	39.3	1.19	15:15	0.14	4.2	0.21	1.44	40.0	1.20	15:15	0.10	10.9	0.18	1.42
SUF	PRUDEN BLVD	KINGS FORK RD	SUFFOLK BYPASS	EW	38.2	1.13	15:15	0.06	4.5	0.15	1.30	38.0	1.18	15:15	0.10	6.6	0.22	1.39
SUF	PRUDEN BLVD	SUFFOLK BYPASS	GODWIN BLVD	EW	36.8	1.10	15:15	0.03	2.9	0.08	1.16	38.9	1.09	17:15	0.02	3.0	0.10	1.19
SUF	PUGHSVILLE RD	SHOULDERS HILL RD	TOWN POINT RD	EW	33.1	1.13	17:00	0.02	2.3	0.07	1.20	34.9	1.03	15:00	-0.07	0.7	0.03	1.05
SUF	PUGHSVILLE RD	TOWN POINT RD	CHESAPEAKE CL	EW	33.1	1.13	17:00	0.01	3.5	0.07	1.20	34.9	1.03	15:00	-0.08	1.3	0.03	1.05
SUF	ROUTE 58	SOUTHAMPTON CL	RTE 189/258	EW	63.0	1.00	18:30	-0.06	0.0	0.03	1.03	63.4	1.01	18:45	-0.05	0.2	0.03	1.04
SUF	ROUTE 58	RTE 189/258	RTE 272 (S. QUAY RD)	EW	62.5	1.01	18:30	-0.06	0.1	0.04	1.05	63.0	1.02	18:45	-0.05	0.3	0.04	1.05
SUF	ROUTE 58	RTE 272	S. QUAY RD (ROUTE 189)	EW	61.5	1.02	18:30	-0.05	0.3	0.04	1.05	62.4	1.01	18:45	-0.06	0.3	0.04	1.05
SUF	ROUTE 58 (HOLLAND BYPASS)	S. QUAY RD (ROUTE 189)	BUS RTE 58 (HOLLAND RD)	EW	59.6	1.02	15:00	-0.05	0.5	0.05	1.07	60.3	1.01	18:45	-0.06	0.3	0.05	1.05
SUF	ROUTE 58 (HOLLAND RD)	BUS RTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	EW	53.1	1.07	15:45	-0.01	2.1	0.10	1.16	56.1	1.04	17:15	-0.07	2.2	0.06	1.11
SUF	ROUTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	RTE 643 (MANNING BRIDGE RD)	EW	53.1	1.07	15:45	-0.01	2.2	0.10	1.16	56.1	1.04	17:15	-0.07	2.3	0.06	1.11
SUF	ROUTE 58 (HOLLAND RD)	RTE. 643 (MANNING BRIDGE RD)	COVE POINT DR	EW	53.1	1.07	15:45	-0.03	3.2	0.10	1.16	56.1	1.04	17:15	-0.08	2.5	0.06	1.11
SUF	ROUTE 58 (HOLLAND RD)	COVE POINT DR	SUFFOLK BYPASS	EW	38.2	1.19	16:45	0.03	12.2	0.18	1.39	36.3	1.24	16:45	0.04	18.3	0.17	1.44
SUF	ROUTE 189 (IN HOLLAND)	RTE 58 (SOUTH OF HOLLAND)	BUS RTE 58 (RURITAN BLVD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 189	SOUTHAMPTON CL	RTE 272	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 189	RTE 272	RTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 258	RTE 58	ISLE OF WIGHT CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 272	ROUTE 189	ROUTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 616	ROUTE 58	WHALEYVILLE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 616	WHALEYVILLE BLVD	CAROLINA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	RURITAN BLVD (BUS RTE 58)	ISLE OF WIGHT CL	RTE 189 (HOLLAND RD BUS)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	SHOULDERS HILL RD	NANSEMOND PKWY	PUGHSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	SHOULDERS HILL RD	PUGHSVILLE RD	BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)														
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
SUF	TOWN POINT RD	PUGHSVILLE RD	BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WASHINGTON ST	W CONSTANCE RD	SARATOGA ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WASHINGTON ST	SARATOGA ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WASHINGTON ST	MAIN ST	PINNER ST	EW	32.1	1.25	18:00	0.11	9.4	0.11	1.37	30.0	1.17	17:15	0.03	5.7	0.10	1.28
SUF	WASHINGTON ST	PINNER ST	PORTSMOUTH BLVD	EW	32.1	1.25	18:00	0.13	9.4	0.11	1.37	30.0	1.17	17:15	0.01	9.2	0.10	1.28
SUF	WHALEYVILLE BLVD	NC STATE LINE	RTE 616 (MINERAL SPRING RD)	NS	54.2	1.05	15:00	0.00	0.4	0.03	1.08	54.4	1.02	15:30	-0.04	0.2	0.03	1.05
SUF	WHALEYVILLE BLVD	RTE 616 (MINERAL SPRING RD)	RTE 677 (GREAT FORK RD)	NS	54.2	1.05	15:00	0.00	0.4	0.03	1.08	54.4	1.02	15:30	-0.05	0.3	0.03	1.05
SUF	WHALEYVILLE BLVD	RTE 677 (GREAT FORK RD)	RTE 675 (CYPRESS CHAPEL RD)	NS	54.2	1.05	15:00	-0.01	0.4	0.03	1.08	54.4	1.02	15:30	-0.06	0.4	0.03	1.05
SUF	WHALEYVILLE BLVD	RTE 675 (CYPRESS CHAPEL RD)	RTE 759 (BABBTOWN RD)	NS	54.2	1.05	15:00	-0.01	0.6	0.03	1.08	54.4	1.02	15:30	-0.07	0.5	0.03	1.05
SUF	WHALEYVILLE BLVD	RTE 759 (BABBTOWN RD)	RTE 32 (CAROLINA RD)	NS	54.2	1.05	15:00	-0.01	0.6	0.03	1.08	54.4	1.02	15:30	-0.09	0.5	0.03	1.05
SUF	WILROY RD	CONSTANCE RD	SUFFOLK BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	WILROY RD	SUFFOLK BYPASS	NANSEMOND PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 10	PRINCE GEORGE CL	ROUTE 40	EW	49.9	1.00	18:45	-0.04	0.0	0.01	1.01	50.2	1.00	18:45	-0.05	0.0	0.02	1.01
SUR	ROUTE 10	ROUTE 40	ROUTE 31 (SOUTH)	EW	49.8	1.00	15:30	-0.05	0.0	0.02	1.02	50.4	0.99	18:30	-0.06	0.0	0.03	1.00
SUR	ROUTES 10/31	ROUTE 31 (SOUTH)	ROUTE 31 (NORTH)	NS	36.0	1.04	15:00	-0.06	0.6	0.04	1.08	36.3	1.05	17:45	-0.07	0.9	0.05	1.10
SUR	ROUTE 10	ROUTE 31 (NORTH)	ROUTE 617	EW	49.6	1.01	17:45	-0.05	0.1	0.02	1.03	49.6	1.01	17:00	-0.06	0.1	0.01	1.02
SUR	ROUTE 10	ROUTE 617	ISLE OF WIGHT CL	EW	49.6	1.01	17:45	-0.04	0.0	0.02	1.03	49.6	1.01	17:00	-0.05	0.0	0.01	1.02
SUR	ROUTE 31	SUSSEX CL	ROUTE 630	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 31	ROUTE 630	ROUTE 10 (SOUTH)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 31	ROUTE 10 (NORTH)	JAMESTOWN-SCOTLAND FERRY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUR	ROUTE 40	SUSSEX CL	ROUTE 615	NS	49.5	1.03	16:00	-0.01	0.1	0.03	1.04	49.1	1.04	15:00	0.00	0.1	0.02	1.06
SUR	ROUTE 40	ROUTE 615	ROUTE 10	NS	50.1	1.02	15:00	-0.02	0.0	0.01	1.02	49.1	1.04	16:30	-0.01	0.1	0.01	1.04
VB	21ST ST	PARKS AVE	PACIFIC AVE	EW	24.1	1.12	16:15	0.01	13.8	0.14	1.27	-	-	-	-	-	-	-
VB	21ST ST	PACIFIC AVE	ATLANTIC AVE	EW	24.1	1.12	16:15	0.04	4.0	0.14	1.27	-	-	-	-	-	-	-
VB	22ND ST	PARKS AVE	PACIFIC AVE	EW	-	-	-	-	-	-	-	26.9	1.49	15:30	0.37	31.9	0.34	1.80
VB	22ND ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	26.9	1.49	15:30	0.40	7.7	0.34	1.80
VB	30TH ST	LASKIN RD	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	30TH ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ATLANTIC AVE	83RD ST	PACIFIC AVE	NS	34.2	1.05	16:30	-0.09	4.0	0.03	1.07	32.5	1.05	16:15	-0.11	2.4	0.03	1.08
VB	ATLANTIC AVE	PACIFIC AVE	LASKIN RD	NS	20.0	1.15	15:00	0.02	2.7	0.21	1.29	18.5	1.13	16:45	0.01	2.5	0.07	1.17
VB	ATLANTIC AVE	LASKIN RD	22ND ST	NS	18.5	1.08	16:00	-0.05	4.2	0.12	1.20	18.1	1.10	16:00	-0.03	4.9	0.07	1.17
VB	ATLANTIC AVE	22ND ST	21ST ST	NS	18.2	1.21	15:45	0.08	9.5	0.12	1.33	18.9	1.16	17:15	0.03	7.1	0.07	1.22
VB	ATLANTIC AVE	21ST ST	VA BEACH BLVD	NS	18.8	1.17	16:30	0.04	6.3	0.11	1.26	19.4	1.13	17:00	0.00	5.2	0.09	1.23
VB	ATLANTIC AVE	VA BEACH BLVD	5TH ST	NS	18.2	1.10	15:45	-0.04	9.8	0.09	1.16	18.9	1.16	18:45	0.03	12.0	0.12	1.29
VB	BAXTER RD	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	27.9	1.25	17:45	0.12	17.4	0.09	1.32	26.0	1.31	17:15	0.11	32.0	0.08	1.37
VB	BIRDNECK RD	GENERAL BOOTH BLVD	NORFOLK AVE	NS	33.8	1.11	15:30	0.04	6.4	0.04	1.15	35.0	1.11	15:30	0.04	4.9	0.04	1.14
VB	BIRDNECK RD	NORFOLK AVE	VA BEACH BLVD	NS	33.8	1.11	15:30	0.00	6.4	0.04	1.15	35.0	1.11	15:30	0.00	4.9	0.04	1.14
VB	BIRDNECK RD	VA BEACH BLVD	I-264	NS	30.8	1.14	16:45	-0.01	12.8	0.17	1.32	31.5	1.17	16:15	0.02	18.7	0.18	1.38
VB	BIRDNECK RD	I-264	LASKIN RD	NS	28.5	1.12	16:45	-0.01	10.1	0.12	1.25	32.1	1.11	16:00	-0.03	9.2	0.10	1.21
VB	BLACKWATER RD	PUNGO FERRY RD	CHESAPEAKE CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	BONNEY RD	INDEPENDENCE BLVD	ROSEMONT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	CHESAPEAKE CL	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	LYNNHAVEN PKWY	KEMPSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	KEMPSVILLE RD	JAKE SEARS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CENTERVILLE TNPK	JAKE SEARS RD	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CHESAPEAKE BAY BRIDGE-TUNNE	SHORE DR	TOLL PLAZA	NS	33.0	1.15	18:15	0.10	4.0	0.23	1.39	55.0	1.04	16:30	-0.02	0.8	0.07	1.11
VB	CHESAPEAKE BAY BRIDGE-TUNNE	TOLL PLAZA	NCL VA BEACH	NS	54.5	1.03	15:15	-0.04	0.6	0.04	1.07	57.5	1.01	15:00	-0.06	0.1	0.04	1.05
VB	COLUMBUS ST	INDEPENDENCE BLVD	CONSTITUTION DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CONSTITUTION DR	BONNEY RD	COLUMBUS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CONSTITUTION DR	COLUMBUS ST	VIRGINIA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	DAM NECK RD	SALEM RD	VA BEACH AMPHITHEATER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DAM NECK RD	VA BEACH AMPHITHEATER	PRINCESS ANNE RD	EW	34.6	1.14	16:45	0.06	7.1	0.15	1.27	41.1	1.05	17:15	-0.06	2.8	0.11	1.17
VB	DAM NECK RD	PRINCESS ANNE RD	ROSEMONT RD	EW	33.1	1.21	17:15	0.02	25.5	0.21	1.43	27.6	1.41	17:15	0.18	45.4	0.36	1.91
VB	DAM NECK RD	ROSEMONT RD	HOLLAND RD	EW	33.1	1.21	17:15	0.02	25.5	0.21	1.43	27.6	1.41	17:15	0.18	45.4	0.36	1.91
VB	DAM NECK RD	HOLLAND RD	DRAKESMILE RD	EW	37.5	1.20	17:45	0.07	14.8	0.38	1.66	30.6	1.50	16:30	0.33	53.9	0.34	1.94
VB	DAM NECK RD	DRAKESMILE RD	LONDON BRIDGE RD	EW	37.5	1.20	17:45	0.07	14.8	0.38	1.66	30.6	1.50	16:30	0.33	53.9	0.34	1.94
VB	DAM NECK RD	LONDON BRIDGE RD	HARPERS RD	EW	45.5	1.06	15:45	-0.04	4.3	0.07	1.13	43.2	1.09	17:15	-0.06	8.6	0.06	1.13
VB	DAM NECK RD	HARPERS RD	GENERAL BOOTH BLVD	EW	45.5	1.06	15:45	-0.03	3.7	0.07	1.13	43.2	1.09	17:15	-0.04	7.2	0.06	1.13
VB	DAM NECK RD	GENERAL BOOTH BLVD	UPTON DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DAM NECK RD	UPTON DR	USN TRAINING CENTER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DIAMOND SPRINGS RD	NEWTOWN RD	WESLEYAN RD	NS	34.6	1.14	17:45	0.01	9.9	0.07	1.19	37.5	1.09	17:15	-0.05	7.2	0.14	1.25
VB	DIAMOND SPRINGS RD	WESLEYAN RD	NORTHAMPTON BLVD	NS	36.5	1.05	18:30	-0.06	3.6	0.05	1.10	36.5	1.09	15:00	-0.03	7.3	0.11	1.21
VB	DIAMOND SPRINGS RD	NORTHAMPTON BLVD	SHORE DR	NS	36.0	1.11	16:15	0.01	8.1	0.08	1.17	35.1	1.14	17:15	0.03	14.7	0.12	1.27
VB	DRAKESMILE RD	DAM NECK RD	SHIPPS CORNER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ELBOW RD	CHESAPEAKE CL	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ELBOW RD	INDIAN RIVER RD	SALEM RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	INDIAN RIVER RD	INDIAN LAKES BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	INDIAN LAKES BLVD	PLEASANT VALLEY RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	PLEASANT VALLEY RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FIRST COLONIAL RD	VA BEACH BLVD	I-264	NS	24.3	1.40	16:30	0.19	40.5	0.25	1.72	21.9	1.38	17:15	0.19	41.7	0.24	1.63
VB	FIRST COLONIAL RD	I-264	LASKIN RD	NS	25.8	1.32	15:00	0.14	29.4	0.12	1.42	24.5	1.38	15:45	0.16	43.1	0.12	1.53
VB	FIRST COLONIAL RD	LASKIN RD	OLD DONATION PKWY	NS	25.8	1.32	15:00	0.07	38.9	0.12	1.42	24.5	1.38	15:45	0.16	48.9	0.12	1.53
VB	FIRST COLONIAL RD	OLD DONATION PKWY	GREAT NECK RD	NS	25.8	1.32	15:00	0.12	38.9	0.12	1.42	24.5	1.38	15:45	0.21	48.9	0.12	1.53
VB	GENERAL BOOTH BLVD	PRINCESS ANNE RD	NIMMO PKWY	NS	31.3	1.15	15:30	-0.01	17.5	0.07	1.21	32.0	1.16	17:15	-0.06	23.8	0.08	1.24
VB	GENERAL BOOTH BLVD	NIMMO PKWY	LONDON BRIDGE RD	NS	31.3	1.15	15:30	-0.01	17.5	0.07	1.21	32.0	1.16	17:15	-0.06	23.8	0.08	1.24
VB	GENERAL BOOTH BLVD	LONDON BRIDGE RD	DAM NECK RD	NS	31.3	1.15	15:30	0.02	13.5	0.07	1.21	32.0	1.16	17:15	-0.02	17.4	0.08	1.24
VB	GENERAL BOOTH BLVD	DAM NECK RD	OCEANA BLVD/PROSPERITY RD	NS	36.8	1.11	15:30	-0.02	11.9	0.11	1.21	29.5	1.32	17:30	0.11	52.3	0.18	1.55
VB	GENERAL BOOTH BLVD	OCEANA BLVD/PROSPERITY RD	BIRDNECK RD	NS	46.5	1.03	16:15	-0.07	1.7	0.06	1.09	41.6	1.11	17:30	-0.02	9.2	0.12	1.24
VB	GENERAL BOOTH BLVD	BIRDNECK RD	HARBOUR POINT	NS	41.8	1.05	17:00	-0.07	2.3	0.08	1.13	39.6	1.09	17:00	-0.05	4.4	0.09	1.18
VB	GREAT NECK RD	VA BEACH BLVD	OLD DONATION PKWY	NS	35.9	1.17	17:30	-0.05	19.2	0.08	1.25	31.9	1.28	16:30	0.06	31.5	0.23	1.56
VB	GREAT NECK RD	OLD DONATION PKWY	FIRST COLONIAL RD	NS	40.2	1.12	16:45	-0.10	15.4	0.08	1.20	39.6	1.14	16:15	-0.05	13.8	0.13	1.29
VB	GREAT NECK RD	FIRST COLONIAL RD	SHOREHAVEN RD	NS	39.1	1.14	16:00	0.01	12.3	0.08	1.23	39.1	1.12	16:00	-0.01	9.7	0.11	1.24
VB	GREAT NECK RD	SHOREHAVEN RD	SHORE DR	NS	39.1	1.14	16:00	0.02	12.3	0.08	1.23	39.1	1.12	16:00	-0.01	10.7	0.11	1.24
VB	HARPERS RD	DAM NECK RD	OCEANA BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HAYGOOD RD	NEWTOWN RD	WESLEYAN DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HAYGOOD RD	WESLEYAN DR	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HOLLAND RD	INDEPENDENCE BLVD	SOUTH PLAZA TRAIL	NS	30.2	1.26	17:45	0.04	41.9	0.12	1.38	27.0	1.41	17:15	0.25	35.4	0.22	1.72
VB	HOLLAND RD	SOUTH PLAZA TRAIL	ROSEMONT RD	NS	30.2	1.26	17:45	0.07	35.1	0.12	1.38	27.0	1.41	17:15	0.25	36.2	0.22	1.72
VB	HOLLAND RD	ROSEMONT RD	LYNNHAVEN PKWY	NS	29.1	1.30	17:30	0.13	31.1	0.25	1.62	31.4	1.23	15:00	0.09	24.3	0.11	1.37
VB	HOLLAND RD	LYNNHAVEN PKWY	DAM NECK RD	NS	28.3	1.34	16:15	0.12	52.0	0.27	1.70	30.5	1.28	17:30	0.16	17.5	0.14	1.46
VB	HOLLAND RD	DAM NECK RD	FUTURE NIMMO PKWY	NS	36.6	1.08	17:30	-0.02	3.0	0.09	1.17	37.9	1.06	15:00	-0.03	2.1	0.06	1.12
VB	HOLLAND RD	FUTURE NIMMO PKWY	PRINCESS ANNE RD	NS	36.6	1.08	17:30	-0.06	3.0	0.09	1.17	37.9	1.06	15:00	-0.07	2.1	0.06	1.12
VB	INDEPENDENCE BLVD	INDIAN RIVER RD	SALEM RD	NS	37.7	1.03	15:15	-0.04	0.7	0.03	1.06	37.8	1.03	17:30	-0.07	0.9	0.03	1.05
VB	INDEPENDENCE BLVD	SALEM RD	PRINCESS ANNE RD	NS	34.7	1.12	16:30	0.03	2.9	0.07	1.19	37.7	1.05	15:00	-0.03	1.5	0.05	1.09
VB	INDEPENDENCE BLVD	PRINCESS ANNE RD	LYNNHAVEN PKWY	NS	28.5	1.26	17:00	0.12	23.9	0.19	1.46	25.7	1.40	17:15	0.22	44.0	0.17	1.57
VB	INDEPENDENCE BLVD	LYNNHAVEN PKWY	PLAZA TRAIL	NS	37.8	1.13	17:00	-0.01	8.7	0.09	1.23	37.4	1.15	17:30	-0.02	11.8	0.08	1.22
VB	INDEPENDENCE BLVD	PLAZA TRAIL	HOLLAND RD	NS	34.2	1.13	16:00	-0.01	11.6	0.14	1.28	37.4	1.18	17:30	-0.09	21.0	0.11	1.29
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NS	28.9	1.38	17:15	0.13	121.8	0.28	1.76	27.7	1.59	17:15	0.42	74.3	0.32	2.04
VB	INDEPENDENCE BLVD	BAXTER RD	I-264	NS	32.2	1.30	17:45	0.08	89.7	0.27	1.61	25.7	1.75	17:00	0.57	145.8	0.29	2.20
VB	INDEPENDENCE BLVD	I-264	BONNEY RD	NS	25.4	1.30	17:30	0.08	74.4	0.25	1.63	26.8	1.52	17:30	0.24	95.6	0.40	2.13

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	INDEPENDENCE BLVD	BONNEY RD	COLUMBUS ST	NS	25.4	1.30	17:30	0.08	74.4	0.25	1.63	26.8	1.52	17:30	0.24	95.6	0.40	2.13
VB	INDEPENDENCE BLVD	COLUMBUS ST	VA BEACH BLVD	NS	25.4	1.30	17:30	0.08	74.4	0.25	1.63	26.8	1.52	17:30	0.24	95.6	0.40	2.13
VB	INDEPENDENCE BLVD	VA BEACH BLVD	JEANNE ST	NS	37.5	1.14	17:30	-0.01	21.7	0.19	1.33	27.4	1.49	17:30	0.34	63.3	0.48	2.21
VB	INDEPENDENCE BLVD	JEANNE ST	PEMBROKE BLVD	NS	37.5	1.14	17:30	-0.04	21.7	0.19	1.33	27.4	1.49	17:30	0.30	63.3	0.48	2.21
VB	INDEPENDENCE BLVD	PEMBROKE BLVD	HAYGOOD RD	NS	32.4	1.27	16:00	0.10	40.5	0.15	1.45	33.6	1.22	16:00	0.02	37.3	0.16	1.39
VB	INDEPENDENCE BLVD	HAYGOOD RD	NORTHAMPTON BLVD	NS	38.1	1.12	16:45	-0.08	15.7	0.10	1.24	31.4	1.34	16:30	0.08	38.2	0.22	1.62
VB	INDEPENDENCE BLVD	NORTHAMPTON BLVD	SHORE DR	NS	35.1	1.15	18:15	0.04	9.7	0.13	1.28	38.5	1.08	16:30	-0.08	7.7	0.06	1.14
VB	INDIAN LAKES BLVD	FERRELL PKWY	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	CHESAPEAKE CL	MILITARY HWY	EW	31.5	1.17	16:30	0.03	19.2	0.11	1.26	33.8	1.12	17:00	-0.02	13.4	0.07	1.18
VB	INDIAN RIVER RD	MILITARY HWY	PROVIDENCE RD	EW	31.6	1.14	17:15	-0.03	19.3	0.10	1.23	28.5	1.30	17:15	0.17	28.3	0.13	1.43
VB	INDIAN RIVER RD	PROVIDENCE RD	I-64	EW	24.9	1.62	17:30	0.46	47.0	0.54	2.49	21.4	1.73	17:30	0.60	81.7	0.27	2.09
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EW	16.6	2.46	17:30	1.23	227.3	0.60	3.65	33.5	1.28	17:30	0.07	63.0	0.24	1.57
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EW	16.6	2.29	17:30	1.05	225.7	0.53	3.04	29.9	1.30	15:00	0.11	44.4	0.22	1.57
VB	INDIAN RIVER RD	KEMPSVILLE RD	FERRELL PKWY	EW	38.7	1.09	18:00	-0.15	20.6	0.14	1.24	21.3	1.65	16:00	0.47	141.6	0.43	2.36
VB	INDIAN RIVER RD	FERRELL PKWY	INDIAN LAKES BLVD	EW	43.2	1.06	15:15	-0.08	4.5	0.07	1.13	33.2	1.17	18:00	0.08	3.5	0.07	1.22
VB	INDIAN RIVER RD	INDIAN LAKES BLVD	LYNNHAVEN PKWY	EW	35.9	1.10	15:00	-0.02	8.5	0.16	1.24	36.9	1.08	15:45	-0.03	4.7	0.11	1.20
VB	INDIAN RIVER RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	40.8	1.03	18:00	-0.13	1.5	0.03	1.05	40.6	1.08	16:15	-0.01	2.6	0.04	1.11
VB	INDIAN RIVER RD	INDEPENDENCE BLVD	ELBOW RD	EW	40.8	1.03	18:00	-0.08	0.9	0.03	1.05	40.6	1.08	16:15	0.00	1.7	0.04	1.11
VB	INDIAN RIVER RD	ELBOW RD	S.E. PARKWAY CORRIDOR	EW	40.7	1.05	17:30	-0.04	1.2	0.03	1.06	40.8	1.07	16:00	0.01	1.2	0.03	1.09
VB	INDIAN RIVER RD	S.E. PARKWAY CORRIDOR	NORTH LANDING RD	EW	40.7	1.05	17:30	-0.04	1.2	0.03	1.06	40.8	1.07	16:00	0.01	1.2	0.03	1.09
VB	INDIAN RIVER RD	NORTH LANDING RD	WEST NECK RD	EW	39.5	1.01	17:45	-0.06	0.2	0.02	1.03	39.1	1.02	15:30	-0.04	0.2	0.03	1.06
VB	INDIAN RIVER RD	WEST NECK RD	PRINCESS ANNE RD	EW	39.5	1.01	17:45	-0.06	0.2	0.02	1.03	39.1	1.02	15:30	-0.04	0.2	0.03	1.06
VB	INTERNATIONAL PKWY	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	KEMPSVILLE RD	CHESAPEAKE CL	CENTERVILLE TNPK	EW	36.1	1.16	17:30	-0.01	18.0	0.13	1.31	37.1	1.10	15:15	-0.02	9.2	0.08	1.19
VB	KEMPSVILLE RD	CENTERVILLE TNPK	INDIAN RIVER RD	EW	32.3	1.22	17:45	0.04	19.9	0.36	1.67	36.1	1.13	17:45	-0.05	15.3	0.15	1.29
VB	KEMPSVILLE RD	INDIAN RIVER RD	PROVIDENCE RD	EW	35.2	1.13	16:45	-0.03	12.0	0.10	1.24	28.4	1.40	18:00	0.21	35.3	0.32	1.84
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EW	27.3	1.34	17:45	0.13	34.5	0.22	1.59	30.9	1.17	17:45	-0.05	18.5	0.30	1.50
VB	LASKIN RD	VA BEACH BLVD	FIRST COLONIAL RD	EW	32.0	1.22	15:00	0.05	24.6	0.16	1.41	36.1	1.13	15:15	-0.02	11.8	0.12	1.26
VB	LASKIN RD	FIRST COLONIAL RD	WINWOOD DR	EW	36.0	1.11	16:15	-0.05	11.7	0.09	1.20	33.1	1.18	15:15	0.02	17.6	0.18	1.38
VB	LASKIN RD	WINWOOD DR	BIRDNECK RD	EW	36.0	1.11	16:15	-0.05	11.7	0.09	1.20	33.1	1.18	15:15	0.02	17.6	0.18	1.38
VB	LASKIN RD	BIRDNECK RD	30TH ST	EW	26.4	1.21	15:00	0.06	21.3	0.11	1.29	27.0	1.15	16:00	0.00	17.0	0.11	1.24
VB	LASKIN RD	30TH ST	PACIFIC AVE	EW	26.4	1.21	15:00	0.03	21.3	0.11	1.29	27.0	1.15	16:00	-0.03	17.0	0.11	1.24
VB	LASKIN RD/31ST ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	GENERAL BOOTH BLVD	DAM NECK RD	NS	34.8	1.15	17:15	-0.05	15.7	0.08	1.23	35.4	1.12	17:15	-0.01	6.7	0.13	1.27
VB	LONDON BRIDGE RD	DAM NECK RD	DRAKESMILE RD	NS	34.8	1.15	17:15	0.03	5.5	0.08	1.23	35.4	1.12	17:15	0.00	5.0	0.13	1.27
VB	LONDON BRIDGE RD	SHIPPS CORNER RD/DRAKESMILE RD	INTERNATIONAL PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	INTERNATIONAL PKWY	POTTERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	POTTERS RD	I-264	NS	29.0	1.37	17:30	0.18	39.3	0.48	2.02	25.8	1.59	17:30	0.41	57.4	0.35	1.99
VB	LONDON BRIDGE RD	I-264	VA BEACH BLVD	NS	29.0	1.37	17:30	0.19	39.7	0.48	2.02	25.8	1.59	17:30	0.38	67.4	0.35	1.99
VB	LYNNHAVEN PKWY	CHESAPEAKE CL	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	INDIAN RIVER RD	SALEM RD	EW	37.2	1.07	16:00	-0.05	3.5	0.09	1.17	36.2	1.10	16:00	-0.04	7.2	0.10	1.21
VB	LYNNHAVEN PKWY	SALEM RD	PRINCESS ANNE RD	EW	28.3	1.10	15:30	-0.01	6.2	0.15	1.24	29.4	1.13	18:00	-0.02	11.0	0.12	1.26
VB	LYNNHAVEN PKWY	PRINCESS ANNE RD	INDEPENDENCE BLVD	EW	32.8	1.13	18:00	-0.01	11.6	0.09	1.23	28.5	1.23	17:30	0.06	17.6	0.15	1.36
VB	LYNNHAVEN PKWY	INDEPENDENCE BLVD	ROSEMONT RD	EW	32.8	1.13	18:00	-0.04	15.7	0.09	1.23	28.5	1.23	17:30	0.03	23.2	0.15	1.36
VB	LYNNHAVEN PKWY	ROSEMONT RD	HOLLAND RD	EW	32.8	1.13	18:00	-0.02	12.4	0.09	1.23	28.5	1.23	17:30	0.05	20.6	0.15	1.36
VB	LYNNHAVEN PKWY	HOLLAND RD	S LYNNHAVEN RD	EW	36.0	1.11	15:15	-0.02	11.6	0.08	1.19	35.4	1.15	17:15	-0.03	16.3	0.17	1.31
VB	LYNNHAVEN PKWY	S LYNNHAVEN RD	INTERNATIONAL PKWY	NS	27.9	1.33	17:15	0.21	25.1	0.17	1.55	30.8	1.16	15:00	0.03	18.8	0.14	1.30
VB	LYNNHAVEN PKWY	INTERNATIONAL PKWY	POTTERS RD	NS	27.9	1.33	17:15	0.17	42.3	0.17	1.55	30.8	1.16	15:00	0.05	11.3	0.14	1.30
VB	LYNNHAVEN PKWY	POTTERS RD	I-264	NS	27.9	1.33	17:15	0.12	42.1	0.17	1.55	30.8	1.16	15:00	-0.04	26.0	0.14	1.30
VB	LYNNHAVEN PKWY	I-264	VA BEACH BLVD	NS	27.8	1.29	15:15	0.14	21.0	0.17	1.45	29.1	1.17	16:15	0.03	11.9	0.14	1.32

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	MILITARY HWY	CHESAPEAKE CL	PROVIDENCE RD	NS	31.4	1.21	17:45	0.09	22.3	0.13	1.37	28.8	1.32	17:30	0.18	31.8	0.23	1.62
VB	MILITARY HWY	PROVIDENCE RD	INDIAN RIVER RD	NS	27.6	1.45	17:30	0.32	35.6	0.34	1.94	34.0	1.21	17:30	0.03	22.8	0.17	1.39
VB	MILITARY HWY	INDIAN RIVER RD	NORFOLK CL	NS	40.6	1.10	17:30	-0.06	10.9	0.14	1.22	31.1	1.38	17:15	0.16	49.5	0.33	1.81
VB	NEWTOWN RD	NORFOLK CL	BAKER RD	NS	28.0	1.25	17:30	0.04	37.3	0.17	1.41	22.9	1.48	17:15	0.28	67.0	0.17	1.70
VB	NEWTOWN RD	BAKER RD	DIAMOND SPRINGS RD	NS	28.0	1.25	17:30	0.10	23.9	0.17	1.41	22.9	1.48	17:15	0.33	44.1	0.17	1.70
VB	NEWTOWN RD	DIAMOND SPRINGS RD	HAYGOOD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NIMMO PKWY	WEST NECK RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NIMMO PKWY	PRINCESS ANNE RD	HOLLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NIMMO PKWY	GENERAL BOOTH BLVD	UPTON DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORFOLK AVE	BIRDNECK RD	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORFOLK AVE	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD	EW	30.4	1.29	18:00	0.13	54.7	0.33	1.69	23.9	1.58	15:30	0.41	88.9	0.70	2.65
VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	52.0	1.03	18:45	-0.06	0.5	0.08	1.11	45.8	1.11	16:30	0.02	8.3	0.18	1.30
VB	NORTHAMPTON BLVD	INDEPENDENCE BLVD	SHORE DR	EW	41.3	1.21	17:15	0.12	13.9	0.27	1.53	44.4	1.17	16:00	0.10	9.8	0.27	1.48
VB	NORTH LANDING RD	CHESAPEAKE CL	INDIAN RIVER RD	EW	46.6	1.05	16:45	-0.05	1.3	0.05	1.09	46.6	1.05	17:30	-0.09	2.1	0.07	1.12
VB	NORTH LANDING RD	INDIAN RIVER RD	SALEM RD	EW	38.2	1.07	17:15	-0.03	2.5	0.05	1.11	37.8	1.09	17:15	-0.06	4.6	0.06	1.14
VB	NORTH LANDING RD	SALEM RD	WEST NECK RD	EW	38.2	1.07	17:15	-0.07	2.5	0.05	1.11	37.8	1.09	17:15	-0.11	4.6	0.06	1.14
VB	NORTH LANDING RD	WEST NECK RD	PRINCESS ANNE RD	EW	38.2	1.07	17:15	-0.07	2.5	0.05	1.11	37.8	1.09	17:15	-0.11	4.6	0.06	1.14
VB	OCEANA BLVD	GENERAL BOOTH BLVD	HARPERS RD	NS	38.5	1.09	16:00	-0.04	10.1	0.06	1.14	31.5	1.33	18:00	0.24	26.0	0.16	1.50
VB	OCEANA BLVD	HARPERS RD	TOMCAT BLVD (NAS MAIN ENT)	NS	40.4	1.14	16:15	0.01	10.9	0.09	1.24	43.1	1.05	17:30	-0.07	2.9	0.04	1.08
VB	OCEANA BLVD/FIRST COLONIAL	TOMCAT BLVD (NAS MAIN ENT)	VA BEACH BLVD	NS	40.4	1.14	16:15	0.00	10.7	0.09	1.24	43.1	1.05	17:30	-0.09	3.8	0.04	1.08
VB	PACIFIC AVE	ATLANTIC AVE	LASKIN RD	NS	31.7	1.10	15:00	-0.03	9.3	0.05	1.16	30.8	1.11	15:45	-0.03	7.3	0.10	1.21
VB	PACIFIC AVE	LASKIN RD	22ND ST	NS	25.3	1.11	18:45	-0.02	8.7	0.07	1.17	23.9	1.17	15:30	0.04	10.1	0.19	1.36
VB	PACIFIC AVE	22ND ST	21ST ST	NS	19.5	1.33	17:30	0.20	22.6	0.24	1.59	22.8	1.23	15:30	0.09	25.2	0.15	1.38
VB	PACIFIC AVE	21ST ST	VA BEACH BLVD	NS	23.3	1.20	15:30	0.07	11.7	0.14	1.35	23.8	1.14	15:30	0.00	10.0	0.12	1.25
VB	PACIFIC AVE	VA BEACH BLVD	NORFOLK AVE	NS	28.9	1.11	16:15	-0.02	6.9	0.07	1.18	29.3	1.09	17:45	-0.04	6.2	0.10	1.19
VB	PACIFIC AVE	NORFOLK AVE	HARBOUR POINT	NS	28.9	1.11	16:15	-0.03	8.2	0.07	1.18	29.3	1.09	17:45	-0.04	6.6	0.10	1.19
VB	PEMBROKE BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	32.0	1.16	17:15	0.05	6.1	0.13	1.30	32.2	1.12	15:45	0.02	4.3	0.09	1.21
VB	PLAZA TRAIL, S.	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	INDEPENDENCE BLVD	HOLLAND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	HOLLAND RD	MARINA LAKE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	MARINA LAKE RD	ROSEMONT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	ROSEMONT RD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	NEWTOWN RD/NORFOLK CL	KEMPSVILLE RD	EW	24.9	1.37	17:30	0.23	20.2	0.31	1.79	32.3	1.11	16:45	-0.06	12.7	0.09	1.21
VB	PRINCESS ANNE RD	KEMPSVILLE RD	BAXTER RD	EW	35.9	1.12	17:30	-0.06	10.6	0.09	1.21	25.0	1.47	17:00	0.27	65.8	0.12	1.61
VB	PRINCESS ANNE RD	BAXTER RD	PROVIDENCE RD	EW	33.7	1.24	16:00	0.11	16.6	0.17	1.45	33.3	1.27	16:00	0.11	23.8	0.14	1.44
VB	PRINCESS ANNE RD	PROVIDENCE RD	FERRELL PKWY	EW	37.1	1.18	18:00	0.01	18.1	0.13	1.32	35.7	1.17	16:30	-0.04	23.4	0.12	1.30
VB	PRINCESS ANNE RD	FERRELL PKWY	LYNNHAVEN PKWY	EW	37.1	1.18	18:00	0.09	23.0	0.13	1.32	35.7	1.17	16:30	0.06	26.7	0.12	1.30
VB	PRINCESS ANNE RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	35.9	1.20	15:00	0.12	23.3	0.18	1.40	36.6	1.20	16:30	0.10	26.4	0.19	1.42
VB	PRINCESS ANNE RD	INDEPENDENCE BLVD	DAM NECK RD	EW	35.9	1.20	15:00	0.08	39.6	0.18	1.40	36.6	1.20	16:30	0.11	22.9	0.19	1.42
VB	PRINCESS ANNE RD	DAM NECK RD	S.E. PARKWAY CORRIDOR	EW	34.6	1.16	18:30	0.08	13.5	0.09	1.25	34.2	1.14	17:15	0.04	9.2	0.08	1.22
VB	PRINCESS ANNE RD	S.E. PARKWAY CORRIDOR	NIMMO PKWY	EW	34.6	1.16	18:30	0.08	13.5	0.09	1.25	34.2	1.14	17:15	0.04	9.2	0.08	1.22
VB	PRINCESS ANNE RD	NIMMO PKWY	NORTH LANDING RD	EW	34.6	1.16	18:30	-0.05	13.5	0.09	1.25	34.2	1.14	17:15	-0.14	9.2	0.08	1.22
VB	PRINCESS ANNE RD	NORTH LANDING RD	HOLLAND RD	EW	25.6	1.40	17:45	0.08	28.1	0.27	1.78	27.6	1.34	17:00	0.02	25.9	0.23	1.61
VB	PRINCESS ANNE RD	HOLLAND RD	SEABOARD RD	EW	25.6	1.40	17:45	0.16	28.1	0.27	1.78	27.6	1.34	17:00	0.10	25.9	0.23	1.61
VB	PRINCESS ANNE RD	SEABOARD RD	GENERAL BOOTH BLVD	EW	25.6	1.40	17:45	0.16	28.1	0.27	1.78	27.6	1.34	17:00	0.10	25.9	0.23	1.61
VB	PRINCESS ANNE RD	GENERAL BOOTH BLVD	SANDBRIDGE RD/UPTON DR	NS	31.6	1.10	15:15	-0.07	6.6	0.08	1.18	32.0	1.12	15:00	-0.05	9.2	0.06	1.17
VB	PRINCESS ANNE RD	SANDBRIDGE RD/UPTON DR	SEABOARD RD	NS	40.7	1.08	15:15	-0.05	2.1	0.06	1.13	41.6	1.06	17:30	-0.11	2.4	0.03	1.09
VB	PRINCESS ANNE RD	SEABOARD RD	INDIAN RIVER RD	NS	40.7	1.08	15:15	-0.05	2.2	0.06	1.13	41.6	1.06	17:30	-0.11	2.4	0.03	1.09

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
VB	PRINCESS ANNE RD	INDIAN RIVER RD	PUNGO FERRY RD	NS	44.1	1.06	15:30	-0.01	0.7	0.06	1.10	44.3	1.02	15:00	-0.04	0.1	0.02	1.04
VB	PRINCESS ANNE RD	PUNGO FERRY RD	NORTH CAROLINA STATE LINE	NS	44.1	1.06	15:30	0.01	0.3	0.06	1.10	44.3	1.02	15:00	-0.03	0.1	0.02	1.04
VB	PROVIDENCE RD	CHESAPEAKE CL	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PROVIDENCE RD	MILITARY HWY	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PROVIDENCE RD	INDIAN RIVER RD	KEMPSVILLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PROVIDENCE RD	KEMPSVILLE RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PUNGO FERRY RD	BLACKWATER RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	DAM NECK RD	BUCKNER BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	BUCKNER BLVD	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	LYNNHAVEN PKWY	HOLLAND RD	NS	35.5	1.11	15:00	0.00	6.6	0.05	1.15	33.7	1.16	17:00	0.02	11.5	0.07	1.22
VB	ROSEMONT RD	HOLLAND RD	PLAZA TRAIL	NS	27.0	1.27	17:45	0.09	27.9	0.17	1.45	27.0	1.34	17:30	0.09	30.5	0.15	1.54
VB	ROSEMONT RD	PLAZA TRAIL	I-264	NS	27.0	1.27	17:45	0.09	30.0	0.17	1.45	27.0	1.34	17:30	0.09	35.6	0.15	1.54
VB	ROSEMONT RD	I-264	VA BEACH BLVD	NS	20.9	1.20	18:15	-0.04	42.4	0.13	1.33	25.1	1.17	17:00	-0.04	22.8	0.15	1.34
VB	SALEM RD	NORTH LANDING RD	ELBOW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SALEM RD	ELBOW RD	INDEPENDENCE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SALEM RD	INDEPENDENCE BLVD	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SALEM RD	LYNNHAVEN PKWY	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SANDBRIDGE RD	PRINCESS ANNE RD	ATWOODTOWN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SANDBRIDGE RD	ATWOODTOWN RD	SANDPIPER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SEABOARD RD	PRINCESS ANNE RD (AT PA ELEMENT/	PRINCESS ANNE RD (AT PUNGO FIEL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SHORE DRIVE	NORFOLK CL	DIAMOND SPRINGS RD	EW	32.4	1.33	17:00	0.13	25.0	0.40	1.85	40.7	1.06	17:30	-0.11	6.1	0.11	1.18
VB	SHORE DRIVE	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	39.0	1.13	16:30	-0.04	9.5	0.10	1.22	39.8	1.10	16:00	-0.07	7.7	0.12	1.23
VB	SHORE DRIVE	INDEPENDENCE BLVD	PLEASURE HOUSE RD	EW	36.5	1.10	17:45	-0.04	6.2	0.11	1.19	36.2	1.09	16:00	-0.02	4.7	0.08	1.18
VB	SHORE DRIVE	PLEASURE HOUSE RD	NORTHAMPTON BLVD	EW	32.3	1.21	17:15	0.06	14.4	0.23	1.48	33.2	1.18	15:15	0.07	9.7	0.15	1.32
VB	SHORE DRIVE	NORTHAMPTON BLVD	GREAT NECK RD	EW	34.9	1.18	17:30	-0.07	24.0	0.14	1.34	36.9	1.09	15:15	-0.07	8.6	0.11	1.20
VB	SHORE DRIVE	GREAT NECK RD	ATLANTIC AVE	EW	47.7	1.04	15:00	-0.03	1.3	0.03	1.08	47.7	1.05	15:15	-0.02	1.9	0.06	1.11
VB	UPTON DR	NIMMO PKWY	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	NEWTOWN RD/NORFOLK CL	WITCHDUCK RD	EW	33.5	1.19	17:30	0.04	27.8	0.18	1.40	32.8	1.19	15:30	0.06	22.9	0.13	1.33
VB	VA BEACH BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	29.0	1.34	17:15	0.18	44.7	0.30	1.74	32.5	1.20	15:30	0.06	22.8	0.23	1.46
VB	VA BEACH BLVD	INDEPENDENCE BLVD	CONSTITUTION DR	EW	29.7	1.24	17:15	0.02	48.9	0.17	1.45	30.5	1.25	17:30	0.08	39.6	0.14	1.41
VB	VA BEACH BLVD	CONSTITUTION DR	ROSEMONT RD	EW	29.7	1.24	17:15	0.06	48.9	0.17	1.45	30.5	1.25	17:30	0.11	39.6	0.14	1.41
VB	VA BEACH BLVD	ROSEMONT RD	S. PLAZA TRAIL/LITTLE NECK RD	EW	32.2	1.27	16:45	0.13	44.9	0.17	1.48	30.7	1.27	16:30	0.11	55.3	0.20	1.52
VB	VA BEACH BLVD	S. PLAZA TRAIL/LITTLE NECK RD	LYNNHAVEN PKWY	EW	32.2	1.27	16:45	0.14	37.8	0.17	1.48	30.7	1.27	16:30	0.15	30.4	0.20	1.52
VB	VA BEACH BLVD	LYNNHAVEN PKWY	GREAT NECK RD	EW	33.1	1.23	17:30	0.09	36.9	0.19	1.46	29.2	1.30	15:15	0.18	40.0	0.18	1.54
VB	VA BEACH BLVD	GREAT NECK RD	LASKIN RD	EW	33.1	1.23	17:30	0.10	27.0	0.19	1.46	29.2	1.30	15:15	0.19	30.1	0.18	1.54
VB	VA BEACH BLVD	LASKIN RD	FIRST COLONIAL RD	EW	29.1	1.27	16:00	0.10	26.6	0.18	1.47	37.9	1.06	16:00	-0.08	4.8	0.09	1.16
VB	VA BEACH BLVD	FIRST COLONIAL RD	N OCEANA BLVD	EW	32.1	1.09	15:00	-0.05	5.2	0.07	1.13	31.1	1.13	16:30	-0.01	6.8	0.08	1.21
VB	VA BEACH BLVD	N OCEANA BLVD	BIRDNECK RD	EW	32.1	1.09	15:00	-0.01	3.6	0.07	1.13	31.1	1.13	16:30	0.03	4.8	0.08	1.21
VB	VA BEACH BLVD	BIRDNECK RD	PACIFIC AVE	EW	24.3	1.15	18:15	0.04	8.9	0.11	1.27	23.8	1.13	15:15	0.02	7.5	0.05	1.18
VB	VA BEACH BLVD	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WESLEYAN DR	NORFOLK CL	BAKER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WESLEYAN DR	BAKER RD	DIAMOND SPRINGS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WESLEYAN DR	DIAMOND SPRINGS RD	HAYGOOD DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WEST NECK RD	NIMMO PKWY	NORTH LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WEST NECK RD	NORTH LANDING RD	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WITCHDUCK RD	PRINCESS ANNE RD	I-264	NS	23.9	1.49	17:30	0.35	34.5	0.36	2.02	19.8	1.83	17:15	0.68	61.0	0.33	2.43
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NS	19.6	1.73	17:15	0.50	85.7	0.45	2.32	22.0	1.54	17:30	0.33	50.4	0.44	2.22
VB	WITCHDUCK RD	VA BEACH BLVD	PEMBROKE BLVD	NS	34.5	1.10	16:45	-0.03	6.6	0.06	1.16	33.1	1.12	16:30	-0.01	6.6	0.13	1.26
WMB	BOUNDARY ST	JAMESTOWN RD	FRANCIS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	BYPASS RD	RICHMOND RD	YORK CL	EW	27.6	1.09	15:45	0.00	9.0	0.05	1.15	28.6	1.12	17:45	0.01	10.4	0.12	1.25

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
WMB	BYPASS RD	ROUTE 132/YORK CL	PAGE ST	EW	30.8	1.07	15:45	0.00	4.1	0.06	1.12	30.9	1.07	16:15	0.00	4.3	0.04	1.09
WMB	CAPITOL LANDING RD	BYPASS RD	MERRIMAC TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	COLONIAL NATL HIST PKWY	JAMES CITY CL/RTE 199	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	FRANCIS ST	BOUNDARY ST	HENRY ST	EW	21.5	1.07	18:15	-0.06	2.2	0.10	1.16	20.7	1.11	18:45	-0.02	3.7	0.16	1.28
WMB	HENRY ST S.	ROUTE 199	FRANCIS ST	NS	30.3	1.09	17:45	0.01	0.7	0.03	1.10	29.6	1.05	15:15	-0.04	0.6	0.04	1.07
WMB	HENRY ST	FRANCIS ST	LAFAYETTE ST	NS	17.0	1.20	16:30	0.07	6.9	0.08	1.28	16.6	1.34	16:30	0.21	7.7	0.04	1.37
WMB	HENRY ST N.	LAFAYETTE ST	RTE 132Y	NS	28.1	1.12	17:30	0.02	3.1	0.06	1.19	29.6	1.11	17:00	0.02	1.9	0.04	1.14
WMB	IRONBOUND RD	JAMES CITY CL	DEPUE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	IRONBOUND RD	DEPUE DR	LONGHILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	IRONBOUND RD	LONGHILL RD	RICHMOND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	JAMESTOWN RD	JAMES CITY CL	RTE 199	EW	36.5	1.07	16:45	-0.04	3.4	0.03	1.09	37.4	1.04	18:15	-0.07	2.6	0.03	1.06
WMB	JAMESTOWN RD	RTE 199	JOHN TYLER LN	EW	31.3	1.09	15:15	0.00	2.1	0.05	1.14	24.7	1.17	15:00	0.08	8.5	0.08	1.24
WMB	JAMESTOWN RD	JOHN TYLER LN	COLLEGE CREEK	EW	28.5	1.05	15:00	-0.04	1.4	0.03	1.08	27.3	1.10	15:30	0.00	5.0	0.04	1.13
WMB	JAMESTOWN RD	COLLEGE CREEK	BOUNDARY ST	EW	28.5	1.05	15:00	-0.08	1.4	0.03	1.08	27.3	1.10	15:30	-0.08	5.0	0.04	1.13
WMB	LAFAYETTE ST	RICHMOND RD	HENRY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	LAFAYETTE ST	HENRY ST	CAPITOL LANDING RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	LAFAYETTE ST	CAPITOL LANDING RD	PAGE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	MERRIMAC TRAIL	YORK CL (SOUTH)	CAPITOL LANDING RD	NS	34.8	1.09	18:00	0.01	2.4	0.04	1.12	26.7	1.09	16:15	0.02	3.2	0.12	1.23
WMB	MERRIMAC TRAIL	CAPITOL LANDING RD	YORK CL (NORTH)	NS	40.1	1.06	15:45	0.00	1.7	0.05	1.11	30.7	1.08	15:15	0.02	3.0	0.03	1.12
WMB	MONTICELLO AVE	IRONBOUND RD	RICHMOND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	PAGE ST	BYPASS RD	SECOND ST	NS	30.9	1.07	16:15	-0.06	3.7	0.04	1.09	30.8	1.07	15:45	-0.05	3.9	0.06	1.12
WMB	PAGE ST	SECOND ST	YORK ST	NS	35.1	1.05	17:00	-0.07	1.8	0.04	1.07	32.6	1.05	17:30	-0.09	2.6	0.05	1.10
WMB	QUARTERPATH RD	ROUTE 199	YORK ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	JAMES CITY CL	IRONBOUND RD	NS	32.4	1.08	17:00	-0.09	5.9	0.05	1.11	30.5	1.08	18:15	-0.08	6.6	0.07	1.14
WMB	RICHMOND RD	IRONBOUND RD	BYPASS RD	NS	28.6	1.12	17:45	-0.06	10.5	0.12	1.25	27.6	1.09	15:45	-0.08	11.6	0.05	1.15
WMB	RICHMOND RD	BYPASS RD	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	MONTICELLO AVE	BROOKS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	BROOKS ST	BOUNDARY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	ROUTE 132	ROUTE 132Y	BYPASS RD/YORK CL	NS	30.3	1.12	16:00	0.03	5.1	0.11	1.24	37.4	1.07	17:15	-0.02	1.7	0.05	1.10
WMB	ROUTE 132Y	ROUTE 132	COLONIAL PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	ROUTE 199	JAMES CITY CL (WEST)	JAMESTOWN RD	EW	26.7	1.69	17:15	0.55	58.1	0.66	2.75	32.1	1.37	15:00	0.24	39.4	0.18	1.58
WMB	ROUTE 199	JAMESTOWN RD	JAMES CITY CL (EAST)	EW	41.8	1.20	17:15	0.06	16.3	0.15	1.37	41.1	1.19	17:30	0.04	17.7	0.16	1.38
WMB	SECOND ST	PAGE ST	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	TREYBURN DR	MONTICELLO AVE	IRONBOUND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	YORK ST	PAGE ST	JAMES CITY CL	EW	32.6	1.05	17:30	-0.13	2.0	0.05	1.10	35.1	1.05	17:00	-0.14	1.7	0.04	1.07
YC	BALLARD ST	COLONIAL PKWY	COOK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BALLARD ST	COOK RD	COAST GUARD TRAINING CENTER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BIG BETHEL RD	HAMPTON CL	HAMPTON HWY (RTE 134)	NS	34.1	1.10	17:30	-0.04	4.9	0.04	1.14	34.8	1.12	17:30	-0.03	5.0	0.05	1.15
YC	BIG BETHEL RD	HAMPTON HWY (RTE 134)	VICTORY BLVD (RTE 171)	NS	35.0	1.06	15:45	-0.01	0.8	0.04	1.09	35.5	1.06	18:15	0.00	0.7	0.06	1.10
YC	BYPASS RD	WILLIAMSBURG CL	WALLER MILL RD	EW	27.6	1.09	15:45	0.00	9.0	0.05	1.15	28.6	1.12	17:45	0.01	10.4	0.12	1.25
YC	BYPASS RD	WALLER MILL RD	ROUTE 132/WILLIAMSBURG CL	EW	27.6	1.09	15:45	0.00	9.0	0.05	1.15	28.6	1.12	17:45	0.01	10.4	0.12	1.25
YC	COLONIAL NATL HIST PKWY	WILLIAMSBURG CL	BALLARD ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	COOK RD	GEORGE WASHINGTON HWY	GOOSLEY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	COOK RD	GOOSLEY RD	BALLARD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	DENBIGH BLVD	NEWPORT NEWS CL	ROUTE 17	EW	41.0	1.10	17:30	-0.05	5.6	0.13	1.24	42.5	1.08	15:00	-0.02	3.3	0.05	1.14
YC	EAST YORKTOWN RD	VICTORY BLVD	POQUOSON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	FORT EUSTIS BLVD	NEWPORT NEWS CL	ROUTE 17	EW	44.0	1.06	17:30	-0.05	3.1	0.07	1.12	45.7	1.04	15:15	-0.03	1.2	0.06	1.09
YC	FORT EUSTIS BLVD EXT	ROUTE 17	OLD YORK - HAMPTON HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	GEORGE WASHINGTON HWY	NEWPORT NEWS CL	VICTORY BLVD (RTE 171)	NS	32.2	1.34	17:15	0.13	34.3	0.24	1.62	35.6	1.21	16:15	0.05	20.1	0.17	1.41
YC	GEORGE WASHINGTON HWY	VICTORY BLVD (RTE 171)	HAMPTON HWY (RTE 134)	NS	32.4	1.36	17:30	0.15	36.2	0.33	1.81	32.8	1.35	16:15	0.19	33.4	0.27	1.69

See page C-31 for Legend

Appendix C – CMP Roadway Segment Speed and Reliability Data (2013) – Arterials - PM PEAK PERIOD

					PM PEAK PERIOD (2013)													
					NORTHBOUND/EASTBOUND							SOUTHBOUND/WESTBOUND						
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI	PEAK SLOWEST SPEED (mph)	PEAK MAX TTI	PM MAX TTI TIME	PICA	PM PEAK PERIOD TOTAL DELAY (hours/mi)	PEAK MAX BUFFER INDEX	PEAK MAX PTI
YC	GEORGE WASHINGTON HWY	HAMPTON HWY (RTE 134)	DARE RD	NS	30.4	1.54	17:30	0.28	69.4	0.33	2.04	37.4	1.25	17:30	0.02	33.5	0.21	1.52
YC	GEORGE WASHINGTON HWY	DARE RD	DENBIGH BLVD (RTE 173)	NS	30.4	1.54	17:30	0.36	45.8	0.33	2.04	37.4	1.25	17:30	0.07	24.9	0.21	1.52
YC	GEORGE WASHINGTON HWY	DENBIGH BLVD (RTE 173)	FORT EUSTIS BLVD (RTE 105)	NS	42.8	1.20	16:45	0.05	18.8	0.18	1.42	42.6	1.20	16:30	0.07	17.1	0.12	1.34
YC	GEORGE WASHINGTON HWY	FORT EUSTIS BLVD (RTE 105)	COOK RD	NS	42.8	1.20	16:45	0.05	19.7	0.18	1.42	42.6	1.20	16:30	0.10	14.1	0.12	1.34
YC	GEORGE WASHINGTON HWY	COOK RD	GOOSLEY RD (RTE 238)	NS	42.8	1.20	16:45	0.04	21.5	0.18	1.42	42.6	1.20	16:30	0.09	13.3	0.12	1.34
YC	GEORGE WASHINGTON HWY	GOOSLEY RD (RTE 238)	GLOUCESTER CL (COLEMAN BRIDGE	NS	45.6	1.12	17:00	-0.07	13.1	0.12	1.25	47.3	1.10	16:30	-0.01	6.6	0.11	1.22
YC	GOODWIN NECK RD	ROUTE 17	WOLF TRAP RD	EW	35.5	1.10	18:45	0.03	2.9	0.13	1.22	33.0	1.12	15:30	0.03	3.2	0.08	1.21
YC	GOOSLEY RD	OLD WILLIAMSBURG RD	CRAWFORD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	GOOSLEY RD	CRAWFORD RD	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	GOOSLEY RD	ROUTE 17	COOK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	HAMPTON HWY	ROUTE 17	VICTORY BLVD (RTE 171)	NS	38.1	1.21	17:45	0.13	6.2	0.20	1.39	40.8	1.15	16:15	0.06	7.9	0.18	1.34
YC	HAMPTON HWY	VICTORY BLVD (RTE 171)	BIG BETHEL RD (RTE 600)	NS	41.0	1.16	17:30	0.06	8.9	0.13	1.29	41.8	1.15	18:15	0.05	13.4	0.11	1.28
YC	HAMPTON HWY	BIG BETHEL RD (RTE 600)	NCL HAMPTON	NS	39.6	1.21	17:15	0.12	8.7	0.10	1.33	43.8	1.10	15:15	-0.02	8.8	0.11	1.20
YC	MERRIMAC TRAIL	JAMES CITY CL	BUSCH GARDENS INTERCHANGE	NS	42.9	1.14	17:45	0.09	2.7	0.10	1.20	49.3	1.01	18:30	-0.05	0.0	0.10	1.05
YC	MERRIMAC TRAIL	BUSCH GARDENS INTERCHANGE	ROUTE 199/JAMES CITY CL	NS	44.4	1.05	17:30	-0.04	3.0	0.05	1.11	48.4	1.00	18:30	-0.06	0.0	0.06	1.03
YC	MERRIMAC TRAIL	PENNIMAN RD/JAMES CITY CL	SECOND ST	NS	32.4	1.16	15:15	0.08	11.0	0.11	1.29	32.8	1.13	15:45	0.05	7.7	0.15	1.29
YC	MERRIMAC TRAIL	SECOND ST	SCL WILLIAMSBURG	NS	34.8	1.09	18:00	0.01	2.8	0.04	1.12	26.7	1.09	16:15	0.01	3.4	0.12	1.23
YC	MERRIMAC TRAIL	NCL WILLIAMSBURG	ROUTE 132	NS	40.1	1.06	15:45	0.00	1.6	0.05	1.11	30.7	1.08	15:15	0.03	2.9	0.03	1.12
YC	ROUTE 143	ROUTE 132	I-64	NS	29.5	1.09	16:45	0.01	6.2	0.06	1.16	32.8	1.12	17:45	0.02	7.4	0.08	1.20
YC	MOORETOWN RD	WALLER MILL RD	AIRPORT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	MOORETOWN RD	AIRPORT RD	OLD MOORETOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	MOORETOWN RD	OLD MOORETOWN RD	ROUTE 199	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	NEWMAN RD	I-64	FENTON MILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	OLD WILLIAMSBURG RD	NECL NEWPORT NEWS	BAPTIST RD/MAIN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	OLD WILLIAMSBURG RD	BAPTIST RD/MAIN RD	GOOSLEY RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	PENNIMAN RD (RTE 641)	ROUTE 199	COLONIAL PKWY	EW	42.4	1.08	16:45	0.01	1.3	0.02	1.10	42.1	1.06	18:45	0.02	1.0	0.05	1.09
YC	POCAHONTAS TRAIL	JCC LINE @ RTE 199	KINGSMILL RD	EW	31.4	1.16	15:45	0.07	7.3	0.25	1.46	37.1	1.08	15:15	-0.01	2.4	0.12	1.20
YC	POCAHONTAS TRAIL	KINGSMILL RD	BUSCH GARDENS INTERCHANGE	EW	31.4	1.16	15:45	0.07	7.3	0.25	1.46	37.1	1.08	15:15	-0.01	2.4	0.12	1.20
YC	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	JAMES CITY CL	EW	38.1	1.08	17:30	-0.07	2.7	0.06	1.12	38.0	1.06	18:15	-0.06	1.8	0.05	1.11
YC	RICHNECK RD	NEWPORT NEWS CL	FORT EUSTIS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	ROUTE 132	BYPASS RD/WILLIAMSBURG CL	ROUTE 143	NS	44.0	1.09	16:30	0.00	2.3	0.07	1.14	45.3	1.05	16:15	-0.03	1.5	0.06	1.10
YC	ROUTE 199	RTE 60/RTE 143/JCC LINE	I-64	EW	53.1	1.03	17:45	-0.07	1.6	0.09	1.12	52.8	1.05	18:45	-0.03	3.8	0.12	1.17
YC	ROUTE 199	I-64	MARQUIS PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	ROUTE 199	MARQUIS PKWY	RTE 641 (PENNIMAN RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	SECOND ST	WILLIAMSBURG CL	MERRIMAC TRAIL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	VICTORY BLVD	NEWPORT NEWS CL	ROUTE 17	EW	28.1	1.38	17:30	0.19	57.1	0.33	1.79	36.3	1.16	16:30	0.01	20.7	0.17	1.36
YC	VICTORY BLVD	ROUTE 17	HAMPTON HWY (RTE 134)	EW	27.9	1.28	17:30	0.10	35.6	0.14	1.47	29.9	1.26	16:45	0.09	24.8	0.23	1.56
YC	VICTORY BLVD	HAMPTON HWY (RTE 134)	BIG BETHEL RD (RTE 600)	EW	35.4	1.33	17:45	0.16	17.2	0.14	1.51	40.9	1.12	17:00	0.00	5.5	0.08	1.20
YC	VICTORY BLVD	BIG BETHEL RD (RTE 600)	CARYS CHAPEL RD (RTE 782)	EW	36.8	1.22	17:30	0.05	13.3	0.08	1.33	37.8	1.22	16:45	0.05	12.2	0.07	1.29
YC	VICTORY BLVD	CARYS CHAPEL RD (RTE 782)	POQUOSON CL	EW	36.8	1.22	17:30	0.09	9.1	0.08	1.33	37.8	1.22	16:45	0.12	7.1	0.07	1.29
YC	WALLER MILL RD	ROUTE 60	MOORETOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Data source: HRTPO analysis of INRIX data. Data reflects the weekday average (Tuesdays – Thursdays) for the entire year of 2013.

LEGEND

PEAK SLOWEST SPEED – This column shows the slowest average 15-minute interval speed during the peak period.
PEAK MAX TTI – This column shows the highest 15-minute Travel Time Index (TTI) during the peak period, as described on page 28.
MAX TTI TIME – This is the 15-minute interval during the peak period when the slowest average speed and highest travel time index occurred.
PICA – This column shows the Potential for Intersection Congestion Alleviation, which compares the maximum TTI with the typical TTI for a similar facility.
PEAK PERIOD TOTAL DELAY – This column shows the total amount of delay in hours that occurs during the peak period per mile of roadway, as described on page 43.
PEAK MAX BUFFER INDEX – This column shows the highest 15-minute Buffer Index (which is a measure of reliability) during the peak period, as described on page 46.
PEAK MAX PTI - This column shows the highest 15-minute Planning Time Index (which is another measure of reliability) during the peak period, as described on page 46.

Appendix D – CMP Roadway Segment Congestion Data - Freeways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS NB/EB	2034 PM PEAK HOUR LOS SB/WB
CHES	CHESAPEAKE EXPWY	GALLBUSH RD	BATTLEFIELD BLVD (NEAR INDIAN	NS	4	4	7,820	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (NEAR INDIAN	HILLCREST PKWY	NS	4	4	8,520	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
CHES	CHESAPEAKE EXPWY	HILLCREST PKWY	BATTLEFIELD BLVD (S OF GREAT B	NS	4	4	30,525	47,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (S OF GREAT B	HANBURY RD	NS	4	4	31,827	45,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
CHES	CHESAPEAKE EXPWY	HANBURY RD	MT PLEASANT RD	NS	4	4	44,347	60,000	3	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	SEV
CHES	CHESAPEAKE EXPWY	MT PLEASANT RD	BATTLEFIELD BLVD (N OF GREAT E	NS	4	4	63,556	80,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW	SEV
CHES	CHESAPEAKE EXPWY	BATTLEFIELD BLVD (N OF GREAT E	DOMINION BLVD	NS	4	4	67,044	70,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW	SEV
CHES	CHESAPEAKE EXPWY	DOMINION BLVD	I-64	NS	6	6	63,071	100,000	0	0	MOD	LOW	-	0	0	LOW	MOD	-	LOW	SEV
JCC	I-64	NEW KENT CL	RTE 30	EW	4	4	45,720	73,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
JCC	I-64	RTE 30	CROAKER RD (RTE 607)	EW	4	4	52,216	80,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	MOD
JCC	I-64	CROAKER RD (RTE 607)	YORK CL	EW	4	4	59,067	100,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
YC	I-64	JAMES CITY CL	RTE 199/646	EW	4	4	59,067	100,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
YC	I-64	RTE 199/646	RTE 143	EW	4	4	56,226	87,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	SEV
YC	I-64	RTE 143	RTE 199 (EAST OF WILLIAMSBURG	EW	4	4	57,304	88,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	SEV
YC	I-64	RTE 199 (EAST OF WILLIAMSBURG	GROVE CONNECTOR	EW	4	4	76,126	111,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
YC	I-64	GROVE CONNECTOR	JAMES CITY CL	EW	4	4	83,803	116,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV	SEV
JCC	I-64	YORK CL	NEWPORT NEWS CL	EW	4	4	83,803	116,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV	SEV
NN	I-64	JAMES CITY CL	RTE 143 (NORTH)	EW	4	4	83,803	116,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV	SEV
NN	I-64	RTE 143 (NORTH)	YORKTOWN RD	EW	4	4	84,807	116,000	0	0	LOW	LOW	-	4	0	SEV	LOW	-	SEV	SEV
NN	I-64	YORKTOWN RD	FORT EUSTIS BLVD	EW	4	4	91,112	123,000	0	0	LOW	LOW	-	6	0	SEV	LOW	-	SEV	SEV
NN	I-64	FORT EUSTIS BLVD	JEFFERSON AVE	EW	4	8	101,991	148,000	0	0	LOW	MOD	-	0	1	LOW	SEV	-	MOD	LOW
NN	I-64	JEFFERSON AVE	OYSTER POINT RD	EW	8	8	124,980	147,000	0	0	LOW	LOW	-	0	3	LOW	SEV	-	MOD	MOD
NN	I-64	OYSTER POINT RD	J C MORRIS BLVD	EW	8	8	131,858	157,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
NN	I-64	J C MORRIS BLVD	HAMPTON CL	EW	8	8	161,334	181,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
HAM	I-64	NEWPORT NEWS CL	HRC PARKWAY	EW	8	8	161,334	181,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
HAM	I-64	HRC PARKWAY	MAGRUDER BLVD	EW	8	8	146,476	166,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
HAM	I-64	MAGRUDER BLVD	MERCURY BLVD	EW	10	10	170,832	196,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	SEV
HAM	I-64	MERCURY BLVD	I-664	EW	12	12	153,270	202,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW	MOD
HAM	I-64	I-664	ARMISTEAD AVE	EW	6	6	122,939	143,000	0	0	MOD	LOW	-	8	0	SEV	LOW	-	MOD	SEV
HAM	I-64	ARMISTEAD AVE	RIP RAP RD	EW	6	6	104,038	117,000	6	0	SEV	LOW	-	11	0	SEV	LOW	-	LOW	LOW
HAM	I-64	RIP RAP RD	SETTLERS LANDING RD	EW	6	6	95,975	124,000	10	0	SEV	LOW	-	15	0	SEV	LOW	-	MOD	MOD
HAM	I-64	SETTLERS LANDING RD	MALLORY ST	EW	6	6	90,717	115,000	10	0	SEV	LOW	-	16	0	SEV	LOW	-	LOW	MOD
HAM	I-64/HRBT	MALLORY ST	NORFOLK CL	EW	4	4	90,270	110,000	0	0	MOD	LOW	-	7	12	SEV	SEV	-	SEV	SEV
NOR	I-64/HRBT	HAMPTON CL	OCEAN VIEW AVE	EW	4	4	90,270	110,000	0	0	MOD	LOW	-	7	12	SEV	SEV	-	SEV	SEV
NOR	I-64	OCEAN VIEW AVE	4TH VIEW AVE	EW	4	4	90,270	110,000	0	0	LOW	LOW	-	0	16	MOD	SEV	-	SEV	SEV
NOR	I-64	4TH VIEW AVE	BAY AVE	EW	4	4	88,590	90,000	0	0	LOW	LOW	-	3	16	SEV	SEV	-	MOD	LOW
NOR	I-64	BAY AVE	GRANBY ST	EW	4	4	99,901	99,000	0	0	LOW	LOW	-	0	15	MOD	SEV	-	SEV	MOD
NOR	I-64	GRANBY ST	I-564/LITTLE CREEK RD	EW	4	4	99,901	96,000	0	0	LOW	LOW	-	6	13	SEV	SEV	-	SEV	LOW
NOR	I-64 REVERSIBLE LANES	I-564/LITTLE CREEK RD	TIDEWATER DR	EW	2	2	23,902	150,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW	LOW
NOR	I-64	I-564/LITTLE CREEK RD	TIDEWATER DR	EW	8	8	109,388		0	0	LOW	MOD	-	7	6	SEV	SEV	-	LOW	LOW
NOR	I-64 REVERSIBLE LANES	TIDEWATER DR	CHESAPEAKE BLVD	EW	2	2	23,902	154,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW	LOW
NOR	I-64	TIDEWATER DR	CHESAPEAKE BLVD	EW	6	6	118,836		0	3	MOD	SEV	-	8	0	SEV	MOD	-	SEV	LOW
NOR	I-64 REVERSIBLE LANES	CHESAPEAKE BLVD	NORVIEW AVE	EW	2	2	23,902	160,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
NOR	I-64	CHESAPEAKE BLVD	NORVIEW AVE	EW	6	6	138,052		1	2	SEV	SEV	-	8	0	SEV	LOW	-	SEV	LOW
NOR	I-64 REVERSIBLE LANES	NORVIEW AVE	MILITARY HWY	EW	2	2	23,902	175,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
NOR	I-64	NORVIEW AVE	MILITARY HWY	EW	6	6	142,642		0	0	MOD	MOD	-	7	0	SEV	LOW	-	SEV	MOD
NOR	I-64 REVERSIBLE LANES	MILITARY HWY	NORTHAMPTON BLVD	EW	2	2	23,902	165,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
NOR	I-64	MILITARY HWY	NORTHAMPTON BLVD	EW	6	6	132,233		0	2	LOW	SEV	-	8	0	SEV	LOW	-	MOD	MOD
NOR	I-64 REVERSIBLE LANES	NORTHAMPTON BLVD	I-264	EW	2	2	18,177	185,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
NOR	I-64	NORTHAMPTON BLVD	I-264	EW	7	7	163,351		0	3	LOW	SEV	-	8	1	SEV	SEV	-	SEV	MOD

See page D-3 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Freeways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS NB/EB	2034 PM PEAK HOUR LOS SB/WB
NOR	I-64	I-264	VA BEACH CL	EW	6	6	147,997	160,000	0	5	LOW	SEV	-	4	3	SEV	SEV	-	SEV	MOD
VB	I-64	NORFOLK CL	INDIAN RIVER RD	EW	8	8	147,997	160,000	0	5	LOW	SEV	-	4	3	SEV	SEV	-	SEV	LOW
VB	I-64	INDIAN RIVER RD	CHESEAPEAKE CL	EW	8	8	134,898	145,000	0	2	LOW	SEV	-	0	0	LOW	LOW	-	SEV	LOW
CHES	I-64	VA BEACH CL	GREENBRIER PKWY	EW	8	8	134,898	145,000	0	2	LOW	SEV	-	0	0	LOW	LOW	-	SEV	LOW
CHES	I-64	GREENBRIER PKWY	BATTLEFIELD BLVD	EW	12	12	133,314	167,000	0	0	LOW	LOW	-	8	0	SEV	LOW	-	LOW	LOW
CHES	I-64	BATTLEFIELD BLVD	I-464	EW	9	9	111,564	163,000	0	0	LOW	LOW	-	12	0	SEV	LOW	-	MOD	MOD
CHES	I-64	I-464	GEORGE WASHINGTON HWY	EW	4	4	88,335	124,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV	SEV
CHES	I-64	GEORGE WASHINGTON HWY	MILITARY HWY	EW	4	4	77,462	100,000	0	8	LOW	SEV	-	0	0	LOW	MOD	-	SEV	SEV
CHES	I-64	MILITARY HWY	I-264&664	EW	4	4	77,534	95,000	0	5	LOW	SEV	-	0	0	MOD	MOD	-	SEV	SEV
CHES	I-264	I-64&664	WCL PORTSMOUTH	EW	4	4	56,970	73,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
PORT	I-264	WCL PORTSMOUTH	GREENWOOD DR	EW	4	4	56,970	73,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
PORT	I-264	GREENWOOD DR	VICTORY BLVD	EW	4	4	54,718	72,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
PORT	I-264	VICTORY BLVD	PORTSMOUTH BLVD	EW	6	6	64,581	78,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
PORT	I-264	PORTSMOUTH BLVD	FREDERICK BLVD	EW	6	6	65,684	76,000	4	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	LOW
PORT	I-264	FREDERICK BLVD	FUTURE MLK FWY	EW	6	6	79,058	84,000	9	0	SEV	LOW	-	2	0	SEV	LOW	-	LOW	LOW
PORT	I-264	FUTURE MLK FWY	DES MOINES AVE	EW	6	6	79,058	79,000	9	0	SEV	LOW	-	2	0	SEV	LOW	-	LOW	LOW
PORT	I-264	DES MOINES AVE	EFFINGHAM ST	EW	6	6	72,965	75,000	10	0	SEV	LOW	-	9	0	SEV	LOW	-	LOW	LOW
PORT	I-264/DOWNTOWN TUNNEL	EFFINGHAM ST	NORFOLK CL	EW	4	4	93,378	95,000	10	9	SEV	SEV	-	13	16	SEV	SEV	-	SEV	SEV
NOR	I-264/DOWNTOWN TUNNEL	PORTSMOUTH CL	I-464	EW	4	4	93,378	95,000	10	9	SEV	SEV	-	13	16	SEV	SEV	-	SEV	SEV
NOR	I-264/BERKLEY BRIDGE	I-464	WATERSIDE/CITY HALL/TIDEWATER	EW	8	8	111,344	133,000	4	10	SEV	SEV	-	0	16	MOD	SEV	-	LOW	SEV
NOR	I-264	WATERSIDE/CITY HALL/TIDEWATER	BRAMBLETON AVE	EW	9	9	102,134	115,000	0	2	LOW	SEV	-	0	16	MOD	SEV	-	LOW	LOW
NOR	I-264	BRAMBLETON AVE	BALLENTINE BLVD	EW	8	8	131,527	142,000	0	0	LOW	LOW	-	0	4	MOD	SEV	-	SEV	LOW
NOR	I-264	BALLENTINE BLVD	MILITARY HWY	EW	8	8	129,255	135,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV	LOW
NOR	I-264	MILITARY HWY	I-64	EW	12	12	121,436	186,000	0	0	LOW	LOW	-	2	0	SEV	LOW	-	MOD	LOW
NOR	I-264	I-64	NEWTOWN RD/WCL VA. BEACH	EW	12	13	200,000	263,000	0	0	LOW	LOW	-	7	2	SEV	SEV	-	MOD	MOD
VB	I-264	NEWTOWN RD/ECL NORFOLK	WITCHDUCK RD	EW	8	9	194,757	234,000	0	0	LOW	LOW	-	8	0	SEV	MOD	-	MOD	SEV
VB	I-264	WITCHDUCK RD	INDEPENDENCE BLVD	EW	8	8	201,959	216,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	SEV	MOD
VB	I-264	INDEPENDENCE BLVD	ROSEMONT RD	EW	8	8	155,217	165,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	MOD	MOD
VB	I-264	ROSEMONT RD	LYNNHAVEN PKWY	EW	8	8	142,103	157,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	MOD
VB	I-264	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	8	8	128,112	161,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	MOD
VB	I-264	LONDON BRIDGE RD	LASKIN RD	EW	8	8	116,363	140,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	LOW
VB	I-264	LASKIN RD	FIRST COLONIAL RD	EW	8	8	64,526	92,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
VB	I-264	FIRST COLONIAL RD	S.E. PARKWAY CORRIDOR	EW	6	6	54,479	72,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
VB	I-264	S.E. PARKWAY CORRIDOR	BIRDNECK RD	EW	6	6	54,479	72,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
VB	I-264	BIRDNECK RD	PARKS AVE	EW	6	6	24,658	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
CHES	I-464	I-64	MILITARY HWY	NS	6	6	58,136	111,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
CHES	I-464	MILITARY HWY	FREEMAN AVE	NS	6	6	49,565	114,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
CHES	I-464	FREEMAN AVE	POINDEXTER ST	NS	6	6	51,644	106,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
CHES	I-464	POINDEXTER ST	NORFOLK CL	NS	4	4	51,569	88,000	4	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	SEV
NOR	I-464	CHESAPEAKE CL	SOUTH MAIN ST	NS	4	4	51,569	88,000	4	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	SEV
NOR	I-464	SOUTH MAIN ST	I-264	NS	4	4	47,355	84,000	6	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	SEV
NOR	I-564	ADMIRAL TAUSSIG BLVD	FUTURE INTERMODAL CONN.	NS	4	4	45,892	33,000	8	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	MOD
NOR	I-564	FUTURE INTERMODAL CONNECT	INTERNATIONAL TERMINAL BLVD	NS	6	6	45,892	50,000	8	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	MOD
NOR	I-564	INTERNATIONAL TERMINAL BLVD	I-64	NS	6	6	67,502	67,000	0	0	MOD	LOW	-	0	4	LOW	SEV	-	LOW	MOD
CHES	I-664	I-64 & I-264	ROUTES 13/58/460	EW	8	8	119,660	134,000	0	0	LOW	LOW	-	0	2	LOW	SEV	-	LOW	MOD
CHES	I-664	ROUTES 13/58/460	DOCK LANDING RD	EW	4	4	92,548	100,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
CHES	I-664	DOCK LANDING RD	PORTSMOUTH BLVD	EW	4	4	92,201	99,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV	SEV
CHES	I-664	PORTSMOUTH BLVD	PUGHSVILLE RD	EW	4	4	87,535	95,000	0	0	LOW	MOD	-	0	0	MOD	LOW	-	SEV	MOD
CHES	I-664	PUGHSVILLE RD	SUFFOLK CL	EW	6	6	83,511	90,000	0	0	LOW	MOD	-	2	0	SEV	LOW	-	MOD	LOW
SUF	I-664	CHESAPEAKE CL	BRIDGE RD	EW	6	6	83,511	90,000	0	0	LOW	MOD	-	2	0	SEV	LOW	-	MOD	LOW

See page D-3 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Freeways

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS NB/EB	2034 PM PEAK HOUR LOS SB/WB
SUF	I-664	BRIDGE RD	WESTERN FWY	EW	4	4	57,399	70,000	0	0	LOW	MOD	-	2	0	SEV	LOW	-	SEV	LOW
SUF	I-664	WESTERN FWY	COLLEGE DR	EW	6	6	64,624	88,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	LOW
SUF	I-664/MMMBT	COLLEGE DR	NEWPORT NEWS CL	EW	4	4	64,967	95,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV	SEV
NN	I-664/MMMBT	SUFFOLK CL	TERMINAL AVE	EW	4	4	64,967	95,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV	SEV
NN	I-664	TERMINAL AVE	23RD ST	EW	6	6	63,946	94,000	0	0	LOW	LOW	-	12	0	SEV	LOW	-	LOW	MOD
NN	I-664	23RD ST	CHESTNUT AVE	EW	6	6	75,978	97,000	0	0	LOW	LOW	-	11	0	SEV	LOW	-	LOW	SEV
NN	I-664	CHESTNUT AVE	HAMPTON CL	EW	6	6	82,446	103,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW	SEV
HAM	I-664	NEWPORT NEWS CL	ABERDEEN RD	EW	6	6	82,446	103,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW	SEV
HAM	I-664	ABERDEEN RD	POWER PLANT PKWY	EW	6	6	74,232	108,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
HAM	I-664	POWER PLANT PKWY	I-64	EW	6	6	90,096	100,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
NOR	INTERMODAL CONNECTOR	SECOND ST	I-564	EW	0	4	DNE	21,000	-	-	-	-	A-C	-	-	-	-	#N/A	LOW	LOW
PORT	MLK FREEWAY EXTENSION	I-264	HIGH ST	NS	0	4	DNE	54,000	-	-	-	-	A-C	-	-	-	-	#N/A	MOD	LOW
PORT	MLK FREEWAY	HIGH ST	LONDON BLVD	NS	4	4	13,962	50,000	-	-	-	-	A-C	-	-	-	-	0:00	MOD	LOW
PORT	MLK FREEWAY	LONDON BLVD	WESTERN FWY/MIDTOWN TUNNE	NS	6	6	36,989	61,000	1	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	LOW
CHES	ROUTE 13/58/460	SUFFOLK CL	I-664	EW	6	6	71,577	102,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
SUF	ROUTE 13/58/460	SUFFOLK BYPASS	CHESAPEAKE CL	EW	6	6	71,577	102,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
YC	ROUTE 199	I-64	MOORETOWN RD	EW	4	4	29,687	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
YC	ROUTE 199	MOORETOWN RD	JCC LINE (WESTSIDE)	EW	4	4	26,986	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
JCC	ROUTE 199	YORK CL	RICHMOND RD (RTE 60)	EW	4	4	26,986	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
JCC	ROUTE 199	RICHMOND RD (RTE 60)	LONGHILL RD (RTE 612)	EW	4	4	26,216	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
JCC	ROUTE 199	LONGHILL RD (RTE 612)	MONTICELLO AVE (RTE 321)	EW	4	4	30,752	41,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
JCC	ROUTE 199	MONTICELLO AVE (RTE 321)	JOHN TYLER HWY (RTE 5)	EW	4	4	31,196	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
SH	ROUTE 460 (C'WEALTH CONN)	SUSSEX CL	ISLE OF WIGHT CL	EW	0	4	DNE	24,000	-	-	-	-	#N/A	-	-	-	-	#N/A	LOW	LOW
IW	ROUTE 460 (C'WEALTH CONN)	SOUTHAMPTON CL	ROUTE 258	EW	0	4	DNE	24,000	-	-	-	-	#N/A	-	-	-	-	#N/A	LOW	LOW
IW	ROUTE 460 (C'WEALTH CONN)	ROUTE 258	SUFFOLK CL	EW	0	4	DNE	31,000	-	-	-	-	#N/A	-	-	-	-	#N/A	LOW	LOW
SUF	ROUTE 460 (C'WEALTH CONN)	ISLE OF WIGHT CL	SUFFOLK BYPASS	EW	0	4	DNE	31,000	-	-	-	-	#N/A	-	-	-	-	#N/A	LOW	LOW
SUF	SOUTHWEST SUFFOLK BYPASS	HOLLAND RD	CAROLINA RD	NS	4	4	12,417	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	LOW
SUF	SUFFOLK BYPASS	HOLLAND RD	PITCHKETTLE RD	EW	4	4	34,411	60,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
SUF	SUFFOLK BYPASS	PITCHKETTLE RD	PRUDEN BLVD	EW	4	4	36,139	60,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
SUF	SUFFOLK BYPASS	PRUDEN BLVD	GODWIN BLVD	EW	4	4	42,550	77,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
SUF	SUFFOLK BYPASS	GODWIN BLVD	WILROY RD	EW	4	4	53,633	89,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	SEV
SUF	SUFFOLK BYPASS	WILROY RD	ROUTES 13/58/460	EW	4	4	45,487	72,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
SUF	WESTERN FWY	BRIDGE RD	I-664	EW	4	4	20,501	43,000	-	-	-	-	A-C	-	-	-	-	0:00	LOW	MOD
SUF	WESTERN FWY	I-664	COLLEGE DR	EW	4	4	40,440	63,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	MOD
SUF	WESTERN FWY	COLLEGE DR	PORTSMOUTH CL	EW	4	4	52,290	77,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	SEV
PORT	WESTERN FWY	SUFFOLK CL	TOWNE POINT RD	EW	4	4	52,290	77,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD	SEV
PORT	WESTERN FWY	TOWNE POINT RD	CEDAR LN	EW	4	4	54,639	79,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW	SEV
PORT	WESTERN FWY	CEDAR LN	APM BLVD	EW	4	4	50,038	75,000	5	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	SEV
PORT	WESTERN FWY	APM BLVD	WEST NORFOLK RD	EW	4	4	48,059	76,000	5	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	SEV
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNE	EW	4	4	53,861	76,000	9	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW	SEV

Data source: HRTPO analysis of HRTPO, INRIX, and VDOT data. INRIX data reflects the weekday average (Tuesdays – Thursdays) for the entire year of 2013.

LEGEND

# of SEVERELY CONGESTED 15-MINUTE INTERVALS – This column shows the average number of 15-minute intervals that the roadway segment operates under severely congested conditions during each peak period. A maximum of 16 15-minute intervals can be severely congested during each peak period. This is described further on page 41.

CONGESTION LEVEL – This column shows the roadway segment's existing congestion level during each peak period. Roadways with INRIX data have congestion levels analyzed by direction, while those roadways without INRIX data have congestion levels analyzed bidirectionally using Highway Capacity Manual (HCM) methods. A congestion level of "LOW" represents low congestion, a level of "MOD" represents moderate congestion, and a level of "SEV" represents severely congested conditions. This is described further starting on page 27.

2034 PM PEAK HOUR LOS – This column shows the roadway segment's projected PM Peak congestion level in the year 2034 using the same congestion level descriptions as the existing congestion analysis.

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
CHES	22ND ST	LIBERTY ST	BERKLEY AVE/NORFOLK CL	EW	4	4	5,590	15,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	MOD
CHES	AIRLINE BLVD	I-664	JOLLIFF RD	EW	4	4	10,110	26,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	AIRLINE BLVD	JOLLIFF RD	PORTSMOUTH CL	EW	2	2	6,909	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	ATLANTIC AVE	CAMPOSTELLA RD	PROVIDENCE RD	NS	4	4	15,095	32,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	ATLANTIC AVE	PROVIDENCE RD	OLD ATLANTIC AVE	NS	4	4	17,128	32,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	ATLANTIC AVE	OLD ATLANTIC AVE	CAMPOSTELLA RD	NS	4	4	9,415	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	BAINBRIDGE BLVD	DOMINION BLVD	GREAT BRIDGE BLVD	NS	2	2	4,492	10,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	MILITARY HWY	NS	2	2	9,420	19,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	BAINBRIDGE BLVD	MILITARY HWY	FREEMAN AVE	NS	2	2	12,984	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	BAINBRIDGE BLVD	FREEMAN AVE	SWAIN AVE	NS	4	4	10,013	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	BAINBRIDGE BLVD	SWAIN AVE	CHESAPEAKE DR	NS	2	2	10,013	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	BAINBRIDGE BLVD	CHESAPEAKE DR	POINDEXTER ST	NS	4	4	8,984	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	BAINBRIDGE BLVD	POINDEXTER ST	NORFOLK CL	NS	2	2	1,733	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	BALLAHACK RD	GEORGE WASHINGTON HWY	OLD BATTLEFIELD BLVD	EW	2	2	906	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	BATTLEFIELD BLVD	NORTH CAROLINA STATE LINE	BALLAHACK RD	NS	4	4	21,880	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	BATTLEFIELD BLVD	BALLAHACK RD	GALLBUSH RD	NS	4	4	21,880	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	BATTLEFIELD BLVD	GALLBUSH RD	INDIAN CREEK RD	NS	2	2	15,855	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	BATTLEFIELD BLVD	INDIAN CREEK RD	CENTERVILLE TNPK	NS	2	2	19,716	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	BATTLEFIELD BLVD	CENTERVILLE TNPK	HILLCREST PKWY	NS	2	2	22,502	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	BATTLEFIELD BLVD	HILLCREST PKWY	PEACEFUL RD/HILLWELL RD	NS	2	2	7,863	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	BATTLEFIELD BLVD	PEACEFUL RD/HILLWELL RD	HANBURY RD	NS	2	2	7,863	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	BATTLEFIELD BLVD	HANBURY RD	JOHNSTOWN RD	NS	2	2	14,526	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	BATTLEFIELD BLVD	JOHNSTOWN RD	CEDAR RD	NS	4	4	32,596	52,000	0	0	MOD	LOW	-	0	0	MOD	MOD	-	SEV
CHES	BATTLEFIELD BLVD	CEDAR RD	GREAT BRIDGE BLVD/KEMPSVILLE	NS	4	4	36,545	62,000	0	0	MOD	LOW	-	0	9	LOW	SEV	-	SEV
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE	GREAT BRIDGE BYPASS	NS	6	6	37,224	65,000	0	0	LOW	MOD	-	0	1	LOW	SEV	-	SEV
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BYPASS	VOLVO PKWY	NS	6	6	45,616	71,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	SEV
CHES	BATTLEFIELD BLVD	VOLVO PKWY	I-64	NS	6	6	61,086	75,000	0	0	LOW	MOD	-	0	8	LOW	SEV	-	SEV
CHES	BATTLEFIELD BLVD	I-64	MILITARY HWY	NS	6	6	35,904	63,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	BATTLEFIELD BLVD	MILITARY HWY	CAMPOSTELLA RD	NS	4	4	22,504	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	BENEFIT RD	JOHNSTOWN RD	SIGN PINE RD	EW	2	2	2,541	13,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	BLACKWATER RD	VIRGINIA BEACH CL	FENTRESS AIRFIELD RD	NS	2	2	2,338	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	BRIDGE RD	SUFFOLK CL	CHURCHLAND BLVD	EW	4	4	23,678	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	BRUCE RD	TAYLOR RD	TYRE NECK RD	EW	2	2	11,965	16,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
CHES	BUTTS STATION RD	KEMPSVILLE RD	ELBOW RD	EW	2	2	14,235	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	BUTTS STATION RD	ELBOW RD	CENTERVILLE TNPK	EW	2	2	14,235	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	CAMPOSTELLA RD	GREAT BRIDGE BLVD	MILITARY HWY	NS	2	2	5,824	16,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	CAMPOSTELLA RD	MILITARY HWY	BATTLEFIELD BLVD	NS	2	2	15,641	19,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
CHES	CAMPOSTELLA RD	BATTLEFIELD BLVD	PROVIDENCE RD	NS	2	2	12,997	20,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	CAMPOSTELLA RD	PROVIDENCE RD	ATLANTIC AVE	NS	2	2	12,508	21,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	CAMPOSTELLA RD	ATLANTIC AVE	NORFOLK CL/BERKELY AVE EXT	NS	6	6	16,577	33,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	CANAL DR	MILITARY HWY	GEORGE WASHINGTON HWY	NS	4	4	14,259	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	CAVALIER BLVD	MILITARY HWY	PORTSMOUTH CL	NS	4	4	13,162	34,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	CEDAR RD	SHIPYARD RD/MOSES GRANDY TR	SCENIC PKWY	EW	2	2	6,791	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	CEDAR RD	SCENIC PKWY	MOSES GRANDY TRAIL	EW	2	2	4,565	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	CEDAR RD	DOMINION BLVD	BELLS MILL RD (WEST)	EW	4	4	26,598	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	CEDAR RD	BELLS MILL RD (WEST)	BELLS MILL RD (EAST)	EW	4	4	29,193	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	CEDAR RD	BELLS MILL RD (EAST)	BRIARFIELD DR	EW	4	4	24,905	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	CEDAR RD	BRIARFIELD DR	BATTLEFIELD BLVD	EW	3	3	24,905	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	CENTERVILLE TNPK	BATTLEFIELD BLVD	ETHRIDGE MANOR BLVD	NS	2	2	6,758	15,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	CENTERVILLE TNPK	ETHRIDGE MANOR BLVD	MT PLEASANT RD	NS	2	2	9,709	19,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
CHES	CENTERVILLE TNPK	MT PLEASANT RD	BUTTS STATION RD	NS	2	2	17,443	21,000	-	-	-	-	SEV	-	-	-	-	SEV	SEV
CHES	CENTERVILLE TNPK	BUTTS STATION RD	ELBOW RD	NS	2	2	10,530	13,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	CENTERVILLE TNPK	ELBOW RD	S.E. PARKWAY CORRIDOR	NS	2	2	8,114	23,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	CENTERVILLE TNPK	S.E. PARKWAY CORRIDOR	VA BEACH CL	NS	2	2	8,114	23,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	CHURCHLAND BLVD	WESTERN BRANCH BLVD	TOWN POINT RD	EW	2	2	6,909	12,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
CHES	CHURCHLAND BLVD	TOWN POINT RD	PORTSMOUTH CL	EW	4	4	12,398	24,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	DOCK LANDING RD	JOLLIFF RD	I-664	EW	4	4	6,069	13,000	0	-	LOW	-	-	0	-	LOW	-	-	LOW
CHES	DOCK LANDING RD	I-664	EAGLE HILL DR	EW	4	4	6,847	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	DOCK LANDING RD	EAGLE HILL DR	PORTSMOUTH BLVD	NS	2	2	7,053	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	DOMINION BLVD	GEORGE WASHINGTON HWY	CEDAR RD	NS	2	2	11,717	44,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	DOMINION BLVD/STEEL BRIDGE	CEDAR RD	BAINBRIDGE BLVD	NS	2	4	27,356	70,000	0	0	LOW	LOW	-	0	8	LOW	SEV	-	MOD
CHES	DOMINION BLVD	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	NS	2	4	27,977	70,000	0	0	LOW	LOW	-	0	8	LOW	SEV	-	MOD
CHES	EDINBURGH PKWY/ST BRIDES RD	SIGN PINE RD	HILLCREST PKWY	NS	2	2	5,481	13,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	ELBOW RD	BUTTS STATION RD	CENTERVILLE TNPK	EW	2	2	4,885	9,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	ELBOW RD	CENTERVILLE TNPK	VA BEACH CL	EW	2	2	8,903	12,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	ETHERIDGE MANOR RD	HILLWELL RD	RIVER GATE RD	EW	2	2	14,019	16,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
CHES	ETHERIDGE MANOR RD	RIVER GATE RD	CENTERVILLE TPKE	EW	4	4	14,019	16,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	FENTRESS AIRFIELD RD	BLACKWATER RD	MOUNT PLEASANT RD	NS	2	2	4,751	10,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	FREEMAN AVE	I-464	BAINBRIDGE BLVD	EW	4	4	9,738	16,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	GEORGE WASHINGTON HWY	NORTH CAROLINA STATE LINE	DOMINION BLVD	NS	4	4	12,593	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	GEORGE WASHINGTON HWY	DOMINION BLVD	GW HWY RELOCATED	NS	2	2	4,349	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	GEORGE WASHINGTON HWY	GW HWY RELOCATED	MOSES GRANDY TR @ HINTON A	NS	2	2	4,349	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	GW HWY (DEEP CREEK BRIDGE)	MOSES GRANDY TR @ HINTON A	MILL CREEK PKWY	NS	2	2	24,533	52,000	2	0	SEV	LOW	-	0	12	LOW	SEV	-	SEV
CHES	GEORGE WASHINGTON HWY	MILL CREEK PKWY	WILLOWOOD DR	NS	4	2	24,533	46,000	2	0	SEV	LOW	-	0	12	LOW	SEV	-	SEV
CHES	GEORGE WASHINGTON HWY	WILLOWOOD DR	I-64	NS	4	4	24,533	46,000	2	0	SEV	LOW	-	0	12	LOW	SEV	-	MOD
CHES	GEORGE WASHINGTON HWY	I-64	MILITARY HWY	NS	4	4	26,220	54,000	0	3	LOW	SEV	-	0	0	MOD	MOD	-	SEV
CHES	GEORGE WASHINGTON HWY	MILITARY HWY	CANAL DR	NS	2	2	15,056	20,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
CHES	GEORGE WASHINGTON HWY	CANAL DR	PORTSMOUTH CL	NS	4	4	26,037	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	GREAT BRIDGE BLVD	BAINBRIDGE BLVD	CAMPOSTELLA RD	EW	2	2	4,550	14,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	SEV
CHES	GREAT BRIDGE BLVD	CAMPOSTELLA RD	I-64	EW	2	2	10,435	21,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	SEV
CHES	GREAT BRIDGE BLVD	I-64	DOMINION BLVD	EW	3	3	13,098	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	GREAT BRIDGE BLVD	DOMINION BLVD	RIVERWALK PKWY WEST	EW	4	4	13,734	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	GREAT BRIDGE BLVD	RIVERWALK PKWY WEST	BATTLEFIELD BLVD	EW	2	2	13,734	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	GREENBRIER PKWY	KEMPSVILLE RD	VOLVO PKWY	NS	4	4	27,798	39,000	0	0	MOD	LOW	-	0	1	LOW	SEV	-	SEV
CHES	GREENBRIER PKWY	VOLVO PKWY	EDEN WAY	NS	6	6	42,332	62,000	0	0	MOD	LOW	-	0	10	MOD	SEV	-	SEV
CHES	GREENBRIER PKWY	EDEN WAY	I-64	NS	6	6	77,796	101,000	0	0	MOD	LOW	-	0	10	MOD	SEV	-	SEV
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR	NS	6	6	57,072	72,000	0	0	MOD	LOW	-	7	0	SEV	MOD	-	SEV
CHES	GREENBRIER PKWY	WOODLAKE DR	MILITARY HWY	NS	6	6	30,468	48,000	0	0	MOD	LOW	-	7	0	SEV	MOD	-	MOD
CHES	HANBURY RD	JOHNSTOWN RD	BATTLEFIELD BLVD	EW	2	2	8,987	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	HANBURY RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	4	4	14,380	19,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	HANBURY RD	CHESAPEAKE EXPRESSWAY	HILLWELL RD	EW	4	4	14,380	28,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	HILLCREST PKWY	EDINBURGH PKWY	CHESAPEAKE EXPRESSWAY	EW	6	6	9,209	30,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	HILLCREST PKWY	CHESAPEAKE EXPRESSWAY	BATTLEFIELD BLVD	EW	4	4	17,685	30,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	INDIAN RIVER RD	NORFOLK CL	KEMP LANE	EW	6	6	21,089	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	INDIAN RIVER RD	KEMP LANE	VA BEACH CL	EW	6	6	28,192	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	JOHNSTOWN RD	BENEFIT RD	STONEGATE PKWY	NS	2	2	3,410	13,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	JOHNSTOWN RD	STONEGATE PKWY	HANBURY RD	NS	2	2	3,410	18,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	JOHNSTOWN RD	HANBURY RD	PARKER RD	NS	2	2	3,410	16,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	JOHNSTOWN RD	PARKER RD	BATTLEFIELD BLVD	NS	4	4	3,410	25,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	JOLLIFF RD	AIRLINE BLVD	DOCK LANDING RD	NS	2	2	2,922	16,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
CHES	JOLLIFF RD	DOCK LANDING RD	PORTSMOUTH BLVD	NS	2	2	3,550	10,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	KEMPSVILLE RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	5	5	30,155	44,000	0	1	LOW	SEV	-	0	0	LOW	MOD	-	SEV
CHES	KEMPSVILLE RD	CHESAPEAKE EXPRESSWAY	GREENBRIER PKWY	EW	6	6	31,063	58,000	0	1	LOW	SEV	-	0	0	LOW	MOD	-	SEV
CHES	KEMPSVILLE RD	GREENBRIER PKWY	VOLVO PKWY	EW	6	6	22,776	57,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	KEMPSVILLE RD	VOLVO PKWY	VA BEACH CL	EW	6	6	32,360	59,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	LIBERTY ST	SCL NORFOLK	22ND ST	EW	2	2	4,527	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	LIBERTY ST	22ND ST	POINDEXTER RD	EW	4	4	7,254	20,000	0	0	LOW	LOW	-	0	3	MOD	SEV	-	MOD
CHES	LIBERTY ST	POINDEXTER RD	OLD ATLANTIC AVE	EW	4	4	7,254	15,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	LIBERTY ST	OLD ATLANTIC AVE	CAMPOSTELLA RD	EW	4	4	4,757	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	MILITARY HWY	AIRLINE BLVD	I-64	EW	4	4	7,549	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	MILITARY HWY	I-64	CAVALIER BLVD	EW	4	4	15,859	37,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
CHES	MILITARY HWY	CAVALIER BLVD	GEORGE WASHINGTON HWY	EW	4	4	15,859	51,000	0	0	MOD	LOW	-	0	0	MOD	LOW	-	SEV
CHES	MILITARY HWY	GEORGE WASHINGTON HWY	CANAL DR	EW	4	4	15,001	41,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	MILITARY HWY/GILMERTON BRI	CANAL DR	BAINBRIDGE BLVD	EW	4	4	18,780	66,000	1	0	SEV	LOW	-	3	0	SEV	LOW	-	SEV
CHES	MILITARY HWY	BAINBRIDGE BLVD	I-464	EW	4	4	32,039	50,000	0	0	LOW	LOW	-	0	12	LOW	SEV	-	SEV
CHES	MILITARY HWY	I-464	CAMPOSTELLA RD	EW	4	4	21,461	36,000	0	0	LOW	LOW	-	0	1	LOW	SEV	-	MOD
CHES	MILITARY HWY	CAMPOSTELLA RD	BATTLEFIELD BLVD	EW	4	4	23,128	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	MILITARY HWY	BATTLEFIELD BLVD	ALLISON DR	EW	6	6	24,553	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	MILITARY HWY	ALLISON DR	GREENBRIER PKWY	EW	4	4	24,951	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	MILITARY HWY	GREENBRIER PKWY	VA BEACH CL	EW	4	4	29,988	47,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	SEV
CHES	MLK HWY	GREAT BRIDGE BLVD	CHESAPEAKE EXPRESSWAY	NS	4	4	40,343	92,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	MOSES GRANDY TRAIL	GW HWY @ HINTON AVE	SHIPYARD/CEDAR RD/GW HWY RE	EW	2	2	13,480	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	MOSES GRANDY TRAIL	SHIPYARD RD/CEDAR RD	CEDAR RD	EW	4	4	13,480	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	MOSES GRANDY TRAIL	CEDAR RD	DOMINION BLVD	EW	4	4	13,480	26,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	MOUNT PLEASANT RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	4	4	18,996	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	MOUNT PLEASANT RD	CHESAPEAKE EXPRESSWAY	CENTERVILLE TNPK	EW	2	2	16,850	25,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	SEV
CHES	MOUNT PLEASANT RD	CENTERVILLE TNPK	FENTRESS AIRFIELD RD	EW	2	2	9,145	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	MOUNT PLEASANT RD	FENTRESS AIRFIELD RD	VA BEACH CL	EW	2	2	11,018	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	OLD ATLANTIC AVE	ATLANTIC AVE	LIBERTY ST	NS	4	4	4,460	14,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
CHES	OLD BATTLEFIELD BLVD	BALLAHACK RD	BATTLEFIELD BLVD	NS	2	2	810	2,000	0	0	MOD	LOW	-	7	0	SEV	LOW	-	LOW
CHES	POINDEXTER ST	PORTSMOUTH CL	I-464	EW	2	2	6,933	20,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
CHES	POINDEXTER ST	I-464	BAINBRIDGE BLVD	EW	4	4	10,856	29,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
CHES	POINDEXTER ST	BAINBRIDGE BLVD	LIBERTY ST	EW	2	2	8,866	15,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
CHES	POPLAR HILL RD	WESTERN BRANCH BLVD	CHURCHLAND BLVD	NS	4	4	14,690	20,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
CHES	PORTSMOUTH BLVD	SUFFOLK CL	JOLLIFF RD	EW	2	4	14,323	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	PORTSMOUTH BLVD	JOLLIFF RD	I-664	EW	4	4	21,765	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	PORTSMOUTH BLVD	I-664	TAYLOR RD	EW	4	4	23,359	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	PORTSMOUTH BLVD	TAYLOR RD	DOCK LANDING RD	EW	4	4	28,542	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	PORTSMOUTH BLVD	DOCK LANDING RD	PORTSMOUTH CL	EW	4	4	30,353	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	PROVIDENCE RD	ATLANTIC AVE	CAMPOSTELLA RD	EW	4	4	5,000	14,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	PROVIDENCE RD	CAMPOSTELLA RD	VA BEACH CL	EW	4	4	16,244	23,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	PUGHSVILLE RD	SUFFOLK CL	I-664	EW	4	4	9,750	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	PUGHSVILLE RD	I-664	TAYLOR RD	EW	4	4	21,990	32,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	MOD
CHES	SIGN PINE RD	EDINBURGH PKWY	BENEFIT RD	NS	2	2	2,901	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
CHES	TAYLOR RD	PORTSMOUTH BLVD	ELIZABETH HARBOR RD	NS	4	4	23,541	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	TAYLOR RD	ELIZABETH HARBOR RD	BRUCE RD	NS	4	4	23,541	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	TAYLOR RD	BRUCE RD	PUGHSVILLE RD	NS	4	4	24,617	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	TAYLOR RD	PUGHSVILLE RD	WESTERN BRANCH BLVD	NS	4	4	14,049	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	TOWN POINT RD	PORTSMOUTH CL	CHURCHLAND BLVD	EW	4	4	21,615	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
CHES	TYRE NECK RD	BRUCE RD	SILVERWOOD BLVD	NS	2	2	9,790	14,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD

See page D-32 for Legend

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
CHES	TYRE NECK RD	SILVERWOOD BLVD	PORTSMOUTH CL	NS	2	2	11,172	14,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
CHES	VOLVO PKWY	BATTLEFIELD BLVD	GREENBRIER PKWY	EW	4	4	25,162	32,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	MOD
CHES	VOLVO PKWY	GREENBRIER PKWY	EDEN WAY	EW	4	4	24,953	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	VOLVO PKWY	EDEN WAY	KEMPSVILLE RD	EW	4	4	27,717	46,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
CHES	VOLVO PKWY	KEMPSVILLE RD	VA BEACH CL	EW	4	4	3,773	39,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	SEV
CHES	WESTERN BRANCH BLVD	CHURCHLAND BLVD	TAYLOR RD	EW	4	4	20,544	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
CHES	WESTERN BRANCH BLVD	TAYLOR RD	PORTSMOUTH CL	EW	4	4	22,125	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
FR	ARMORY DR	ROUTE 58	BAILEY DR	EW	4	4	13,755	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	ARMORY DR	BAILEY DR	COLLEGE DR	EW	4	4	15,081	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	ARMORY DR	COLLEGE DR	GARDNER ST	EW	2	2	7,088	8,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
FR	ARMORY DR/SECOND AVE	GARDNER ST	HIGH ST	EW	2	2	7,105	8,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
FR	CLAY ST	SOUTHAMPTON CL	COLLEGE DR	EW	4	4	3,276	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	CLAY ST	COLLEGE DR	HOMESTEAD RD	EW	4	4	4,446	5,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	CLAY ST	HOMESTEAD RD	LEE ST	EW	4	4	3,723	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	CLAY ST/FOURTH AVE	LEE ST	HIGH ST	EW	2	2	2,438	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	COLLEGE DR	SOUTH ST	ARMORY DR	NS	2	2	7,930	12,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
FR	COLLEGE DR	ARMORY DR	CLAY ST	NS	2	2	10,582	14,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
FR	FAIRVIEW DR	HUNTERDALE RD	CRESENT DR	EW	2	2	4,975	5,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
FR	FAIRVIEW DR	CRESENT DR	HIGH ST	EW	2	2	2,975	5,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
FR	FOURTH AVE/MECHANIC ST	HIGH ST	SECOND AVE	EW	2	2	1,576	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	HIGH ST	SOUTH ST	SECOND AVE	NS	2	2	3,383	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	HIGH ST	SECOND AVE	FOURTH AVE	NS	2	2	3,400	4,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
FR	HIGH ST	FOURTH AVE	HOMESTEAD RD	NS	2	2	3,517	4,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
FR	HIGH ST	HOMESTEAD RD	FAIRVIEW DR	NS	2	2	2,716	4,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
FR	HUNTERDALE RD	CLAY ST	FAIRVIEW DR	NS	2	2	9,278	12,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
FR	MAIN ST	SOUTH ST	SECOND AVE	NS	2	2	2,717	4,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
FR	PRETLOW ST	ROUTE 58	MORTON ST	NS	2	2	2,054	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	PRETLOW ST	MORTON ST	LAUREL ST	NS	2	2	3,212	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	PRETLOW ST	LAUREL ST	SOUTH ST	NS	2	2	3,250	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
FR	SECOND AVE	HIGH ST	MAIN ST	EW	2	2	5,670	6,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
FR	SECOND AVE	MAIN ST	MECHANIC ST	EW	2	2	6,089	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
FR	SECOND AVE	MECHANIC ST	ISLE OF WIGHT CL	EW	4	4	9,234	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
FR	SOUTH ST	ROUTE 58	COLLEGE DR	EW	2	2	5,492	6,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
FR	SOUTH ST	COLLEGE DR	PRETLOW ST	EW	2	2	8,758	10,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	MOD
FR	SOUTH ST	PRETLOW ST	HIGH ST	EW	2	2	6,090	7,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	MOD
FR	SOUTH ST	HIGH ST	MAIN ST	EW	2	2	3,364	4,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
GLO	BELROI RD	HICKORY FORK RD	ROUTE 17	EW	2	2	4,633	16,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
GLO	GUINEA RD	ROUTE 17	MARYUS RD	EW	2	2	8,429	16,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
GLO	HICKORY FORK RD	ROUTE 17	BELROI RD	NS	2	2	5,826	13,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
GLO	RTE 17 (COLEMAN BRIDGE)	YORK CL	RTE 216 (GUINEA RD)	NS	4	4	33,385	59,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
GLO	RTE 17	RTE 216 (GUINEA RD)	RTE 614 (HICKORY FORK RD)	NS	4	4	36,654	49,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
GLO	RTE 17	RTE 614 (HICKORY FORK RD)	RTE 17 BUS S (MAIN ST)	NS	4	4	30,279	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
GLO	RTE 17	RTE 17 BUS S (MAIN ST)	RTE 17 BUS N (MAIN ST)	NS	4	4	20,692	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
GLO	RTE 17	RTE 17 BUS N (MAIN ST)	RTE 606 (ARK RD)	NS	4	4	16,978	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
GLO	MAIN ST (BUS RTE 17)	RTE 17 (SOUTH INTERSECTION)	RTE 3/14E	NS	4	4	22,174	31,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
GLO	RTE 3/14	RTE 17 BUS	COW CREEK	EW	4	4	18,092	28,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
GLO	RTE 3/14	COW CREEK	MATHEWS CL	EW	4	4	12,987	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
GLO	RTE 14	KING AND QUEEN CL	ROUTE 17	EW	2	2	4,309	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
GLO	RTE 17	RTE 606 (ARK RD)	ROUTE 14	NS	4	4	12,970	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
GLO	RTE 17	ROUTE 14	ROUTES 33/198	NS	4	4	7,108	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
GLO	RTE 17	ROUTES 33/198	MIDDLESEX CL	NS	4	4	13,596	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
GLO	RTE 33	KING AND QUEEN CL	ROUTE 17	EW	4	4	7,957	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
GLO	RTE 198	ROUTE 17	RTE 601 (PAMPA RD)	EW	2	2	2,285	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
GLO	RTE 198	RTE 601 (PAMPA RD)	RTE 606 (HARCUM RD)	EW	2	2	2,468	5,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
GLO	RTE 198	RTE 606 (HARCUM RD)	MATHEWS CL	EW	2	2	2,483	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	ABERDEEN RD	NEWPORT NEWS CL	PEMBROKE AVE	NS	4	4	11,685	12,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
HAM	ABERDEEN RD	PEMBROKE AVE	I-664	NS	4	4	11,685	17,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	MOD
HAM	ABERDEEN RD	I-664	BRIARFIELD RD	NS	4	4	20,175	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	ABERDEEN RD	BRIARFIELD RD	MERCURY BLVD	NS	4	4	15,179	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA	NS	4	4	10,590	19,000	8	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW
HAM	ARMISTEAD AVE	COMMANDER SHEPPARD BLVD	HRC PARKWAY	NS	4	4	24,797	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	ARMISTEAD AVE	HRC PARKWAY	MERCURY BLVD	NS	4	4	25,905	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	ARMISTEAD AVE	MERCURY BLVD	PINE CHAPEL RD	NS	4	4	18,999	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	ARMISTEAD AVE	PINE CHAPEL RD	LASALLE AVE	NS	4	4	20,788	26,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	ARMISTEAD AVE	LA SALLE AVE	RIP RAP RD	NS	4	4	14,526	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	ARMISTEAD AVE	RIP RAP RD	PEMBROKE AVE	NS	4	4	12,014	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	ARMISTEAD AVE	PEMBROKE AVE	SETTLERS LANDING RD	NS	4	4	11,605	16,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	MOD
HAM	BIG BETHEL RD	TODDS LANE	HRC PKWY	NS	4	4	25,341	39,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	SEV
HAM	BIG BETHEL RD	HRC PKWY	THOMAS NELSON DR	NS	4	4	23,455	37,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	SEV
HAM	BIG BETHEL RD	THOMAS NELSON DR	SAUNDERS RD	NS	4	4	17,788	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	BIG BETHEL RD	SAUNDERS RD	SEMPLE FARM RD	NS	4	4	13,308	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	BIG BETHEL RD	SEMPLE FARM RD	YORK CL	NS	2	2	10,632	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	BRIARFIELD RD	NEWPORT NEWS CL	ABERDEEN RD	EW	2	2	10,858	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	BRIARFIELD RD	ABERDEEN RD	POWER PLANT PKWY	EW	4	4	11,462	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	CHESTNUT AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	2	2	4,913	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	COMMANDER SHEPPARD BLVD	BIG BETHEL RD	NORTH CAMPUS PKWY	EW	4	4	4,054	16,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	COMMANDER SHEPPARD BLVD	NORTH CAMPUS PKWY	MAGRUDER BLVD	EW	4	4	4,054	16,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	COMMANDER SHEPPARD BLVD	MAGRUDER BLVD	ARMISTEAD AVE	EW	4	4	8,139	23,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	COMMANDER SHEPPARD BLVD	ARMISTEAD AVE	NASA MAIN GATE	NS	4	4	17,615	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	COMMANDER SHEPPARD BLVD	NASA MAIN GATE	WYTHE CREEK RD	NS	4	4	16,629	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	COMMANDER SHEPPARD BLVD	WYTHE CREEK RD	MAGRUDER BLVD	EW	4	4	22,477	26,000	-	-	-	-	MOD	-	-	-	-	MOD	LOW
HAM	COLISEUM DR	CONVENTION CENTER BLVD	PINE CHAPEL RD	NS	4	4	1,100	21,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	COLISEUM DR	PINE CHAPEL RD	MERCURY BLVD	NS	4	4	9,554	17,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	MOD
HAM	COLISEUM DR	MERCURY BLVD	MARCELLA DR	NS	4	4	21,830	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	COLISEUM DR	MARCELLA DR	HRC PARKWAY	NS	4	4	19,336	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	CONVENTION CENTER BLVD	COLISEUM DR	ARMISTEAD AVE	NS	5	5	1,100	8,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	COUNTY ST	WOODLAND RD	MALLORY ST	EW	3	3	3,387	7,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	MOD
HAM	CUNNINGHAM DR	TODDS LA	COLISEUM DR	EW	4	4	19,507	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	CUNNINGHAM DR	COLISEUM DR	MERCURY BLVD	EW	4	4	11,213	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	FOX HILL RD	OLD BUCKROE RD	WOODLAND RD	EW	4	4	13,707	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	FOX HILL RD	WOODLAND RD	MERCURY BLVD	EW	4	4	26,797	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	HARRIS CREEK RD	FOX HILL RD	LITTLE BACK RIVER RD	NS	2	2	3,462	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	HRC PARKWAY	NEWPORT NEWS CL	BIG BETHEL RD	EW	4	4	23,961	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	HRC PARKWAY	BIG BETHEL RD	I-64	EW	4	4	46,686	75,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	HRC PARKWAY	I-64	MAGRUDER BLVD	EW	4	4	42,726	60,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	HRC PARKWAY	MAGRUDER BLVD	COLISEUM DR	EW	4	4	33,109	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	HRC PARKWAY	COLISEUM DR	ARMISTEAD AVE	EW	4	4	27,487	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KECOUGHTAN RD	NEWPORT NEWS CL	POWHATAN PKWY	EW	4	4	4,929	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KECOUGHTAN RD	POWHATAN PKWY	LA SALLE AVE	EW	4	4	6,218	9,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KECOUGHTAN RD	LA SALLE AVE	VICTORIA BLVD	NS	4	4	6,775	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW

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Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
HAM	KECOUGHTAN RD	VICTORIA BLVD	SETTLERS LANDING RD	NS	4	4	10,149	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	KING ST	PEMBROKE AVE	I-64 OVERPASS	NS	3	3	7,863	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KING ST	I-64 OVERPASS	RIP RAP RD	NS	4	4	7,863	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KING ST	RIP RAP RD	MERCURY BLVD	NS	4	4	18,053	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	KING ST	MERCURY BLVD	OLD FOX HILL RD	NS	4	4	25,870	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KING ST	OLD FOX HILL RD	LITTLE BACK RIVER RD	NS	4	4	22,226	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KING ST	LITTLE BACK RIVER RD	LAMINGTON RD	NS	4	4	7,785	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	KING ST	LAMINGTON RD	OLD BUCKINGHAM RD	NS	2	2	7,785	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	KING ST	OLD BUCKINGHAM RD	LANGLEY AFB	NS	3	3	7,785	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	LA SALLE AVE	KECOUGHTAN RD	VICTORIA BLVD	NS	2	2	5,340	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	LA SALLE AVE	VICTORIA BLVD	SETTLERS LANDING RD	NS	4	4	13,690	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	LA SALLE AVE	SETTLERS LANDING RD	PEMBROKE AVE	NS	4	4	15,620	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	LA SALLE AVE	PEMBROKE AVE	ARMISTEAD AVE	NS	4	4	20,068	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	LA SALLE AVE	ARMISTEAD AVE	MERCURY BLVD	NS	4	4	12,317	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	LA SALLE AVE	MERCURY BLVD	LANGLEY GATE	NS	4	4	9,607	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	LITTLE BACK RIVER RD	KING ST	ROCKWELL RD	EW	2	2	12,314	13,000	-	-	-	-	SEV	-	-	-	-	SEV	SEV
HAM	LITTLE BACK RIVER RD	ROCKWELL RD	HARRIS CREEK RD	EW	2	2	6,404	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
HAM	MAGRUDER BLVD	YORK CL	SEMPLE FARM RD	NS	4	4	23,739	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	MAGRUDER BLVD	SEMPLE FARM RD	COMM SHEPPARD BLVD (SOUTH)	NS	4	4	26,073	41,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	MAGRUDER BLVD	COMM SHEPPARD BLVD (SOUTH)	HRC PARKWAY	NS	4	4	29,854	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	MAGRUDER BLVD	HRC PARKWAY	I-64	NS	4	4	33,191	44,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MALLORY ST	I-64	COUNTY ST	EW	2	2	10,952	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	MALLORY ST	COUNTY ST	MERCURY BLVD	EW	2	2	9,049	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	MALLORY ST	MERCURY BLVD	PEMBROKE AVE	EW	4	4	6,103	9,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MELLEN ST	MERCURY BLVD	MALLORY ST	NS	2	2	2,341	7,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
HAM	MERCURY BLVD	NEWPORT NEWS CL	BIG BETHEL RD	EW	8	8	48,479	63,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MERCURY BLVD	BIG BETHEL RD	ABERDEEN RD	EW	8	8	49,808	63,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MERCURY BLVD	ABERDEEN RD	POWER PLANT PKWY	EW	8	8	56,129	73,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
HAM	MERCURY BLVD	POWER PLANT PKWY	I-64	EW	8	8	66,454	67,000	0	4	LOW	SEV	-	0	0	LOW	MOD	-	LOW
HAM	MERCURY BLVD	I-64	COLISEUM DR	EW	8	8	60,068	62,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
HAM	MERCURY BLVD	COLISEUM DR	CUNNINGHAM DR	EW	8	8	44,567	58,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
HAM	MERCURY BLVD	CUNNINGHAM DR	ARMISTEAD AVE	EW	8	8	51,397	56,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
HAM	MERCURY BLVD	ARMISTEAD AVE	LA SALLE AVE	EW	8	8	51,254	58,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MERCURY BLVD	LA SALLE AVE	KING ST	EW	8	8	59,349	57,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MERCURY BLVD	KING ST	FOX HILL RD	EW	6	6	28,517	47,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	MERCURY BLVD	FOX HILL RD	ANDREWS BLVD	EW	4	4	28,517	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	MERCURY BLVD	ANDREWS BLVD	PEMBROKE AVE	EW	4	4	17,745	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MERCURY BLVD	PEMBROKE AVE	WOODLAND RD	EW	4	4	10,280	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	MERCURY BLVD	WOODLAND RD	MALLORY ST	EW	4	4	10,280	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	MERCURY BLVD	MALLORY ST	MELLEN ST/INGALLS RD	EW	4	4	1,727	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	OLD BUCKROE RD	PEMBROKE AVE	FOX HILL RD	NS	2	2	5,909	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	PEMBROKE AVE	NEWPORT NEWS CL	ABERDEEN RD	EW	4	4	8,173	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	PEMBROKE AVE	ABERDEEN RD	POWHATAN PKWY	EW	4	4	9,664	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	PEMBROKE AVE	POWHATAN PKWY	SETTLERS LANDING RD	EW	4	4	12,771	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LA SALLE AVE	EW	4	4	12,395	18,000	8	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW
HAM	PEMBROKE AVE	LA SALLE AVE	ARMISTEAD AVE	EW	4	4	9,155	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	PEMBROKE AVE	ARMISTEAD AVE	KING ST	EW	4	4	9,917	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	PEMBROKE AVE	KING ST	EATON ST	EW	4	4	9,917	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	PEMBROKE AVE	EATON ST	BARRON ST	EW	2	2	9,917	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	PEMBROKE AVE	BARRON ST	MERCURY BLVD	EW	3	3	9,917	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
HAM	PEMBROKE AVE	MERCURY BLVD	WOODLAND RD	EW	4	4	12,546	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	PEMBROKE AVE	WOODLAND RD	OLD BUCKROE RD	EW	4	4	13,484	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	PEMBROKE AVE	OLD BUCKROE RD	MALLORY ST	EW	2	2	3,031	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	POWER PLANT PKWY	I-664	BRIARFIELD RD	NS	4	4	13,871	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	POWER PLANT PKWY	BRIARFIELD RD	PINE CHAPEL RD	NS	4	4	21,804	27,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
HAM	POWER PLANT PKWY	PINE CHAPEL RD	MERCURY BLVD	NS	4	4	15,926	18,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	POWHATAN PKWY	KECOUGHTAN RD	PEMBROKE AVE	NS	2	2	10,191	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	POWHATAN PKWY	PEMBROKE AVE	I-664	NS	4	4	24,479	23,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	LOW
HAM	QUEEN ST	BRIARFIELD RD	MICHIGAN DR	EW	4	4	10,835	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	QUEEN ST	MICHIGAN DR	PEMBROKE AVE	EW	4	4	10,348	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	RIP RAP RD	ARMISTEAD AVE	I-64	NS	2	2	8,606	9,000	-	-	-	-	SEV	-	-	-	-	SEV	SEV
HAM	RIP RAP RD	I-64	KING ST	NS	2	2	13,327	15,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
HAM	ROANOKE AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	2	2	4,376	4,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	SAUNDERS RD	NEWPORT NEWS CL	BIG BETHEL RD	EW	2	4	9,925	19,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	SETTLERS LANDING RD	PEMBROKE AVE	LA SALLE AVE	EW	4	4	9,932	11,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	LOW
HAM	SETTLERS LANDING RD	LA SALLE AVE	KECOUGHTAN RD	EW	4	4	10,000	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	SETTLERS LANDING RD	KECOUGHTAN RD	ARMISTEAD AVE	EW	4	4	14,215	20,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	MOD
HAM	SETTLERS LANDING RD	ARMISTEAD AVE	EATON ST	EW	2	2	11,837	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	SETTLERS LANDING RD	EATON ST	TYLER ST	EW	4	4	13,990	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	SETTLERS LANDING RD	TYLER ST	I-64	EW	4	4	18,000	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
HAM	TODDS LA	NEWPORT NEWS CL	BIG BETHEL RD	EW	4	4	20,466	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	TODDS LA	BIG BETHEL RD	ABERDEEN RD	EW	4	4	15,412	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
HAM	TODDS LA	ABERDEEN RD	CUNNINGHAM DR	EW	4	4	23,367	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	TODDS LA	CUNNINGHAM DR	MERCURY BLVD	NS	4	4	15,256	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
HAM	WOODLAND RD	I-64	COUNTY ST	NS	4	4	26,615	24,000	-	0	-	LOW	-	-	0	-	LOW	-	MOD
HAM	WOODLAND RD	COUNTY ST	MERCURY BLVD	NS	4	4	19,756	16,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
HAM	WOODLAND RD	MERCURY BLVD	PEMBROKE AVE	NS	4	4	14,199	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	WOODLAND RD	PEMBROKE AVE	FOX HILL RD	NS	4	4	9,227	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
HAM	WYTHE CREEK RD	COMMANDER SHEPPARD BLVD	POQUOSON CL	NS	2	4	16,581	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	BATTERY PARK RD	S CHURCH ST	NIKE PARK RD	EW	2	2	9,536	26,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
IW	BATTERY PARK RD	NIKE PARK RD	COUNTRY WAY	EW	2	2	3,795	16,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
IW	BENNS CHURCH BLVD	SUFFOLK CL	RIDDICK RD	NS	4	4	11,182	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	BENNS CHURCH BLVD	RIDDICK RD	ROUTE 10 & 32 (BREWERS NECK R	NS	4	4	11,182	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	BENNS CHURCH BLVD	ROUTE 10 & 32 (BREWERS NECK R	ECL SMITHFIELD (RTE 644)	NS	4	4	24,822	47,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	BENNS CHURCH BLVD	ECL SMITHFIELD (RTE 644)	CHURCH ST S	NS	4	4	28,016	44,000	0	0	LOW	MOD	-	3	5	SEV	SEV	-	SEV
IW	BREWERS NECK BLVD	ROUTE 10 & 32 (BENN'S CHURCH	RTE 670	EW	4	4	24,015	58,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
IW	BREWERS NECK BLVD	RTE 670	ROUTE 17	EW	4	4	24,015	53,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
IW	BUCKHORN DR	SUFFOLK CL	SUNSET DR (RTE 609)	NS	2	2	472	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
IW	BUCKHORN DR	SUNSET DR (RTE 609)	SCL WINDSOR	NS	2	2	522	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
IW	BUS RTE 10	NCL SMITHFIELD	JENKINS LANE	NS	2	2	5,696	11,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
IW	BUS RTE 10	JENKINS LANE	RT 10 BYPASS	NS	2	2	1,440	7,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
IW	BUS RTE 58/BUS RTE 258	FRANKLIN CL	JAMESTOWN LN (RTE 691)	EW	4	4	6,785	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	BUS RTE 58/BUS RTE 258	JAMESTOWN LN (RTE 691)	ROUTE 258	EW	2	2	6,785	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	BUS RTE 58	ROUTE 258	SUFFOLK CL	EW	2	2	2,803	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
IW	CARROLLTON BLVD	SUFFOLK CL	WEST END CHUCKATUCK BRIDGE	NS	2	2	15,139	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	CARROLLTON BLVD	WEST END CHUCKATUCK BRIDGE	ROUTE 258	NS	4	4	15,139	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	CARROLLTON BLVD	ROUTE 258	SMITH'S NECK RD	NS	4	4	31,093	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
IW	CARROLLTON BLVD/JAMES RIVE	SMITH'S NECK RD	NEWPORT NEWS CL	NS	4	4	31,093	82,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	CHURCH ST S	RTE 10 BYPASS	BATTERY PARK RD	NS	4	4	14,191	25,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
IW	CHURCH ST S	BATTERY PARK RD	CYPRESS CREEK BRIDGE	NS	2	2	10,771	23,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV

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Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
IW	CHURCH ST S	CYPRESS CREEK BRIDGE	MAIN ST	NS	2	2	14,310	23,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
IW	CHURCH ST N	MAIN ST	SMITHFIELD CL	NS	2	2	6,501	20,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
IW	COURT ST	SCL WINDSOR/BUCKHORN DR	ROUTE 460	NS	2	2	798	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
IW	MAIN ST	ROUTE 10 BYPASS	CHURCH ST	EW	2	2	4,146	17,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
IW	NIKE PARK RD	BATTERY PARK RD	TITUS CREEK DR	EW	2	2	8,899	18,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
IW	RESCUE RD	NEWPORT ST (RTE 1002)	SMITH'S NECK RD	EW	2	2	929	13,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
IW	ROUTE 10 (OLD STAGE HWY)	BUS RTE 10	IW/SURRY CL	NS	2	2	7,033	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 10 BYPASS	CHURCH ST S	FAIRWAY DR	NS	2	2	19,239	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 10 BYPASS	FAIRWAY DR	MAIN ST	NS	2	2	19,239	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 10 BYPASS	MAIN ST	NCL SMITHFIELD	NS	2	2	9,757	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	ROUTE 10 BYPASS	NCL SMITHFIELD	BUS RTE 10	NS	2	2	7,532	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	SUFFOLK CL	UNION CAMP DR (RTE 656)	NS	2	2	1,457	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
IW	ROUTE 258	UNION CAMP DR (RTE 656)	CARRSVILLE HWY (BUS RTE 58)	NS	2	2	659	5,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
IW	ROUTE 258	CARRSVILLE HWY (BUS RTE 58)	BURDETTE RD (W RTE 619)	EW	2	2	3,074	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
IW	ROUTE 258	BURDETTE RD (W RTE 619)	RIVER RUN TRAIL (W RTE 614)	EW	2	2	3,074	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
IW	ROUTE 258	RIVER RUN TRAIL (W RTE 614)	BLACKWATER RD (RTE 603)	EW	2	2	5,174	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	BLACKWATER RD (RTE 603)	WCL WINDSOR	EW	2	2	4,814	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	WCL WINDSOR	ROUTE 460	EW	2	2	4,814	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	ROUTE 460	ECL WINDSOR	EW	2	2	5,371	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	ECL WINDSOR	COURT ST NORTH (RTE 610)	EW	2	2	5,371	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	COURT ST NORTH (RTE 610)	IRON MINE SPRINGS RD (RTE 605)	EW	2	2	4,420	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	IRON MINE SPRINGS RD (RTE 605)	CENTRAL HILL RD (W RTE 637)	EW	2	2	4,420	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	CENTRAL HILL RD (W RTE 637)	SCOTTS FACTORY RD (RTE 620)	EW	2	2	5,106	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258	SCOTTS FACTORY RD (RTE 620)	WCL SMITHFIELD	EW	2	2	9,428	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 258/N MAIN ST	WCL SMITHFIELD	RTE 10 BYPASS	EW	2	2	12,800	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
IW	ROUTE 460	SOUTHAMPTON CL	FIRETOWER RD (RTE 644)	EW	4	4	9,861	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	ROUTE 460	FIRETOWER RD (RTE 644)	WCL WINDSOR	EW	4	4	9,861	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	ROUTE 460	WCL WINDSOR	ROUTE 258	EW	4	4	9,861	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	ROUTE 460	ROUTE 258	COURT ST (RTE 610)	EW	4	4	14,054	30,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	MOD
IW	ROUTE 460	COURT ST (RTE 610)	ECL WINDSOR	EW	4	4	15,315	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
IW	ROUTE 460	ECL WINDSOR	SUFFOLK CL	EW	4	4	15,315	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
IW	SMITH'S NECK RD	CARROLLTON BLVD	REYNOLDS DR	NS	2	2	10,658	38,000	-	-	-	-	SEV	-	-	-	-	SEV	SEV
IW	SMITH'S NECK RD	REYNOLDS DR	TITUS CREEK DR	NS	2	2	8,162	34,000	-	-	-	-	SEV	-	-	-	-	MOD	SEV
IW	SMITH'S NECK RD	TITUS CREEK DR	RESCUE RD	NS	2	2	1,574	14,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
IW	TITUS CREEK DR	SMITH'S NECK RD	NIKE PARK RD	EW	2	2	6,449	21,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
IW	TODD AVE/WARWICK ST	COUNTRY WAY	NEWPORT ST (RTE 1002)	NS	2	2	1,035	15,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
JCC	BARHAMSVILLE RD	I-64	ROUTE 60	NS	4	4	9,537	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	CENTERVILLE RD	JOHN TYLER HWY	MONTICELLO AVE	NS	2	2	4,000	8,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	CENTERVILLE RD	MONTICELLO AVE	NEWS RD	NS	2	2	5,246	6,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	CENTERVILLE RD	NEWS RD	LONGHILL RD	NS	2	2	8,986	17,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	CENTERVILLE RD	LONGHILL RD	RICHMOND RD	NS	2	2	9,990	17,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	COLONIAL NATL HIST PKWY	JAMESTOWN/RTE 359	WILLIAMSBURG CL/RTE 199	EW	2	2	2,000	7,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
JCC	CROAKER RD	ROUTE 60	MAXTON LN (RTE 760)	NS	2	2	9,150	16,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
JCC	CROAKER RD	MAXTON LN (RTE 760)	I-64	NS	4	4	8,910	28,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	CROAKER RD	I-64	FENTON MILL RD	NS	4	4	6,090	18,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	CROAKER RD	FENTON MILL RD	RIVERVIEW RD	NS	2	2	3,227	15,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
JCC	DEPUE DR	LONGHILL RD (RTE 612)	IRONBOUND RD	EW	2	2	9,405	18,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
JCC	IRONBOUND RD	STRAWBERRY PLAINS RD	MONTICELLO AVE	NS	4	4	11,179	13,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	IRONBOUND RD	MONTICELLO AVE	WILLIAMSBURG CL	NS	4	4	10,534	12,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	IRONBOUND RD/NEWS RD	JOHN TYLER HWY	MONTICELLO AVE	NS	2	2	9,104	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
JCC	IRONBOUND RD/SANDY BAY RD	JAMESTOWN RD	JOHN TYLER HWY	NS	2	2	6,898	9,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	JAMESTOWN RD	JAMES RIVER/FERRY	COLONIAL PARKWAY (RTE 359)	EW	2	2	6,838	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
JCC	JAMESTOWN RD	COLONIAL PARKWAY (RTE 359)	SANDY BAY RD (RTE 681)	EW	2	2	6,838	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	JAMESTOWN RD	SANDY BAY RD (RTE 681)	NECK-O-LAND RD	EW	2	2	8,643	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	JAMESTOWN RD	NECK-O-LAND RD	WILLIAMSBURG CL	EW	2	2	8,643	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	JOHN TYLER HWY	CHARLES CITY CL	MONTICELLO AVE	EW	2	2	2,894	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	JOHN TYLER HWY	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	EW	2	2	4,800	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	IRONBOUND RD (RTE 615)	EW	2	2	7,621	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	JOHN TYLER HWY	IRONBOUND RD (RTE 615)	STANLEY DR (RTE 712)	EW	2	2	9,816	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	JOHN TYLER HWY	STANLEY DR (RTE 712)	ROUTE 199	EW	4	4	16,004	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	LONGHILL RD	CENTERVILLE RD (RTE 614)	OLDE TOWNE RD (RTE 658)	EW	2	2	7,288	12,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	LONGHILL RD	OLDE TOWNE RD (RTE 658)	ROUTE 199	EW	2	2	16,518	21,000	-	-	-	-	LOW	-	-	-	-	SEV	SEV
JCC	LONGHILL RD	ROUTE 199	DEPUE DR	EW	4	4	20,000	30,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
JCC	MERRIMAC TRL	NEWPORT NEWS CL @ I-64	YORK CL (SOUTH OF GROVE INT	EW	4	4	10,828	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	MERRIMAC TRL	YORK CL @ ROUTE 199	PENNIMAN RD (YORK CL)	EW	4	4	16,342	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	MONTICELLO AVE	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	EW	2	2	4,000	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
JCC	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	NEWS RD	EW	2	2	6,424	12,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
JCC	MONTICELLO AVE	NEWS RD	ROUTE 199	EW	4	4	39,564	45,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
JCC	MONTICELLO AVE	ROUTE 199	IRONBOUND RD (RTE 615)	EW	4	4	22,769	29,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
JCC	OLD STAGE RD	NEW KENT CL	BARNES RD (RTE 601 S)	EW	2	2	9,869	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	OLD STAGE RD	BARNES RD (RTE 601 S)	I-64	EW	4	4	9,869	26,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	OLDE TOWNE RD	LONGHILL RD	RICHMOND RD	EW	2	2	8,113	18,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
JCC	POCAHONTAS TRL	WILLIAMSBURG CL	YORK CL @ 199	EW	4	4	8,386	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	POCAHONTAS TRL	YORK CL	BASF RD/ROUTE 60 RELOCATION	EW	2	2	8,841	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	POCAHONTAS TRL	BASF RD/ROUTE 60 RELOCATION	NEWPORT NEWS CL	EW	2	2	11,188	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	RICHMOND RD	ROUTE 199	OLDE TOWNE RD (RTE 658)	EW	4	4	13,526	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	RICHMOND RD	OLDE TOWNE RD (RTE 658)	WILLIAMSBURG CL	EW	4	4	23,783	46,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
JCC	ROCHAMBEAU DR	ROUTE 60	0.7 MI EAST OF ASHINGTON WA	EW	4	4	8,092	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	ROCHAMBEAU DR	0.7 MI EAST OF ASHINGTON WA	CROAKER RD (RTE 607)	EW	2	2	8,092	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	ROUTE 199	JOHN TYLER HWY (RTE 5)	WILLIAMSBURG CL	EW	4	4	35,623	49,000	0	0	MOD	MOD	-	12	0	SEV	MOD	-	SEV
JCC	ROUTE 199	WILLIAMSBURG CL	HENRY ST/COLONIAL PKWY	EW	4	4	33,843	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	ROUTE 199	HENRY ST/COLONIAL PKWY	MOUNTS BAY RD/QUARTERPATH	EW	4	4	34,702	57,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	ROUTE 199	MOUNTS BAY RD/QUARTERPATH	RTE 60/RTE 143/YORK CL	EW	4	4	33,119	57,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	ROUTE 60	NEW KENT CL	ROUTE 30	EW	4	4	5,831	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	ROUTE 60	ROUTE 30	CROAKER RD (RTE 607)	EW	4	4	14,432	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	ROUTE 60	CROAKER RD (RTE 607)	LIGHTFOOT RD (RTE 646)	EW	4	4	19,841	49,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
JCC	ROUTE 60	LIGHTFOOT RD (RTE 646)	CENTERVILLE RD (RTE 614)	EW	4	4	19,841	49,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
JCC	ROUTE 60	CENTERVILLE RD (RTE 614)	ROUTE 199	EW	4	4	22,023	57,000	0	0	MOD	LOW	-	0	0	MOD	MOD	-	SEV
JCC	STRAWBERRY PLAINS RD	JOHN TYLER HWY/ROUTE 199	IRONBOUND RD	NS	2	2	8,593	11,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NN	23RD/25TH CONNECTOR	HUNTINGTON AVE	JEFFERSON AVE	EW	2	2	2,503	8,000	0	-	MOD	-	-	0	-	LOW	-	-	MOD
NN	25TH ST	JEFFERSON AVE	26TH ST	EW	2	2	3,269	5,000	0	-	LOW	-	-	0	-	LOW	-	-	LOW
NN	25TH ST	26TH ST	HAMPTON CL	EW	2	2	6,777	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	26TH ST	25TH ST	ROANOKE AVE	EW	2	2	2,491	2,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NN	26TH ST	ROANOKE AVE	JEFFERSON AVE	EW	2	2	3,417	4,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NN	26TH ST	JEFFERSON AVE	WARWICK BLVD	EW	2	2	3,347	4,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NN	26TH ST	WARWICK BLVD	HUNTINGTON AVE	EW	2	2	3,347	7,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NN	39TH ST	HUNTINGTON AVE	MADISON AVE	EW	2	2	4,881	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	39TH ST	MADISON AVE	HAMPTON CL	EW	4	4	8,714	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	ATKINSON BLVD	WARWICK BLVD	JEFFERSON AVE	EW	0	4	DNE	25,000	-	-	-	-	-	-	-	-	-	-	LOW
NN	BLAND BLVD	WARWICK BLVD	I-64	EW	4	4	27,482	31,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES		WEEKDAY VOLUMES		AM PEAK PERIOD (2013 EXISTING)					PM PEAK PERIOD (2013 EXISTING)					2034 PM PEAK HOUR LOS
									# OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA)		CONGESTION LEVEL			# OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA)		CONGESTION LEVEL			
											BASED ON INRIX DATA		BASED ON HCM METHOD			BASED ON INRIX DATA		BASED ON HCM METHOD	
					2014	2034	EXISTING	2034	NB/EB	SB/WB	NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB		
NN	BLAND BLVD	I-64	JEFFERSON AVE	EW	4	4	27,482	31,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NN	BLAND BLVD	JEFFERSON AVE	McMANUS BLVD	EW	4	4	15,082	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NN	BRIARFIELD RD	JEFFERSON AVE	HAMPTON CL	EW	2	2	7,717	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	BUXTON AVE	HAMPTON CL	25TH ST	NS	2	2	15,408	15,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NN	CENTER AVE	WARWICK BLVD	JEFFERSON AVE	EW	2	2	3,904	16,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	CHESTNUT AVE	39TH ST	44TH ST	NS	4	4	8,466	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	CHESTNUT AVE	44TH ST	BRIARFIELD RD	NS	2	2	8,466	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	CHESTNUT AVE	BRIARFIELD RD	HAMPTON CL	NS	4	4	8,141	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	DENBIGH BLVD	LUCAS CREEK RD	WARWICK BLVD	EW	4	4	20,787	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE	EW	4	4	31,650	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	DENBIGH BLVD	JEFFERSON AVE	YORK CL	EW	4	4	24,919	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	DILIGENCE DR	THIMBLE SHOALS BLVD	J CLYDE MORRIS BLVD	EW	4	4	24,051	28,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EW	4	4	34,394	56,000	0	0	LOW	LOW	-	11	0	SEV	LOW	-	MOD
NN	FORT EUSTIS BLVD	I-64	JEFFERSON AVE	EW	4	4	25,244	39,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	SEV
NN	FORT EUSTIS BLVD	JEFFERSON AVE	.54 MILES EAST OF RTE 143	EW	4	4	17,203	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	FORT EUSTIS BLVD	.54 MILES EAST OF RTE 143	YORK CL	EW	2	4	17,203	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	HRC PARKWAY	HARPERSVILLE RD	HAMPTON CL	EW	4	4	23,961	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	HARPERSVILLE RD	J CLYDE MORRIS BLVD	SAUNDERS RD	NS	2	2	11,741	22,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	HARPERSVILLE RD	SAUNDERS RD	HRC PARKWAY	NS	2	2	11,225	17,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	HARPERSVILLE RD	HRC PARKWAY	JEFFERSON AVE	NS	6	6	19,402	45,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NN	HARPERSVILLE RD	JEFFERSON AVE	WARWICK BLVD	NS	2	2	13,946	21,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	HUNTINGTON AVE	71ST ST	39TH ST	NS	3	3	11,633	21,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NN	HUNTINGTON AVE	39TH ST	26TH ST	NS	3	3	7,088	16,000	-	0	-	MOD	-	-	0	-	LOW	-	SEV
NN	HUNTINGTON AVE	26TH ST	23RD ST	NS	3	3	7,088	16,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	J CLYDE MORRIS BLVD	WARWICK BLVD	JEFFERSON AVE	NS	4	4	38,476	50,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	J CLYDE MORRIS BLVD	JEFFERSON AVE	THIMBLE SHOALS BLVD	NS	6	6	41,300	55,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
NN	J CLYDE MORRIS BLVD	THIMBLE SHOALS BLVD	I-64	NS	6	6	31,825	55,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
NN	J CLYDE MORRIS BLVD	I-64	HARPERSVILLE RD	NS	4	4	42,979	53,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
NN	J CLYDE MORRIS BLVD	HARPERSVILLE RD	YORK CL	NS	4	4	36,007	54,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
NN	JEFFERSON AVE	JAMES CITY CL	YORKTOWN RD	NS	4	4	13,478	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	JEFFERSON AVE	YORKTOWN RD	FORT EUSTIS BLVD	NS	4	4	11,949	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	JEFFERSON AVE	FORT EUSTIS BLVD	FUTURE ATKINSON BLVD	NS	4	4	29,415	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	JEFFERSON AVE	FUTURE ATKINSON BLVD	DENBIGH BLVD	NS	6	6	34,308	44,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD	NS	6	6	45,990	68,000	0	0	LOW	LOW	-	8	3	SEV	SEV	-	SEV
NN	JEFFERSON AVE	BLAND BLVD	I-64	NS	6	6	81,507	99,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	SEV
NN	JEFFERSON AVE	I-64	OYSTER POINT RD	NS	6	6	58,795	84,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	SEV
NN	JEFFERSON AVE	OYSTER POINT RD	MUELLER LA	NS	6	6	52,265	74,000	0	0	LOW	LOW	-	1	0	SEV	LOW	-	SEV
NN	JEFFERSON AVE	MUELLER LA	MIDDLE GROUND BLVD	NS	6	6	52,265	74,000	0	0	LOW	LOW	-	1	0	SEV	LOW	-	SEV
NN	JEFFERSON AVE	MIDDLE GROUND BLVD	J CLYDE MORRIS BLVD	NS	6	6	53,407	77,000	0	0	LOW	LOW	-	1	0	SEV	LOW	-	SEV
NN	JEFFERSON AVE	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	6	6	46,722	72,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	JEFFERSON AVE	HARPERSVILLE RD	MAIN ST	NS	6	6	49,016	65,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	JEFFERSON AVE	MAIN ST	CENTER AVE	NS	6	6	40,520	52,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	JEFFERSON AVE	CENTER AVE	MERCURY BLVD	NS	6	6	47,737	47,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	JEFFERSON AVE	MERCURY BLVD	BRIARFIELD RD	NS	6	6	37,386	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	JEFFERSON AVE	BRIARFIELD RD	41ST ST	NS	6	6	29,973	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	JEFFERSON AVE	41ST ST	35TH ST	NS	4	4	7,893	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	JEFFERSON AVE	35TH ST	25TH ST	NS	2	2	7,893	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	MAIN ST	WARWICK BLVD	JEFFERSON AVE	EW	4	4	13,247	26,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	MAIN ST	JEFFERSON AVE	HAMPTON CL	EW	4	4	15,299	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	MCMANUS BLVD/SIEMENS WAY	DENBIGH BLVD	BLAND BLVD	NS	2	2	13,189	20,000	-	-	-	-	LOW	-	-	-	-	SEV	SEV

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
NN	MERCURY BLVD/JAMES RIVER BR	ISLE OF WIGHT CL	RIVER RD	EW	4	4	31,093	81,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	MERCURY BLVD	RIVER RD	WARWICK BLVD	EW	4	4	25,195	63,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	MERCURY BLVD	WARWICK BLVD	JEFFERSON AVE	EW	6	6	40,641	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	MERCURY BLVD	JEFFERSON AVE	HAMPTON CL	EW	6	6	43,859	54,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	MIDDLE GROUND BLVD	WARWICK BLVD	JEFFERSON AVE	EW	0	4	DNE	30,000	-	-	-	-	-	-	-	-	-	-	MOD
NN	OYSTER POINT RD	WARWICK BLVD	JEFFERSON AVE	EW	4	4	35,694	54,000	0	0	MOD	LOW	-	0	2	LOW	SEV	-	SEV
NN	OYSTER POINT RD	JEFFERSON AVE	CANON BLVD	EW	6	6	44,098	70,000	0	0	LOW	LOW	-	0	3	LOW	SEV	-	SEV
NN	OYSTER POINT RD	CANON BLVD	I-64	EW	6	6	51,023	70,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	SEV
NN	RICHNECK RD	DENBIGH BLVD	JEFFERSON AVE	NS	2	2	3,901	7,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
NN	RICHNECK RD	JEFFERSON AVE	YORK CL	NS	2	2	7,113	16,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
NN	ROANOKE AVE	I-664	43RD ST	NS	4	4	3,181	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NN	ROANOKE AVE	43RD ST	BRIARFIELD RD	NS	2	2	3,181	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	ROANOKE AVE	BRIARFIELD RD	HAMPTON CL	NS	2	2	4,460	4,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NN	SAUNDERS RD	HARPERSVILLE RD	HAMPTON CL	EW	2	2	8,948	16,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	SHELLABARGER DR	FORT EUSTIS	WARWICK BLVD	EW	3	3	12,480	11,000	-	-	-	-	SEV	-	-	-	-	SEV	SEV
NN	THIMBLE SHOALS BLVD	JEFFERSON AVE	DILIGENCE DR	EW	4	4	15,469	24,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NN	THIMBLE SHOALS BLVD	DILIGENCE DR	J CLYDE MORRIS BLVD	EW	4	4	12,222	20,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NN	VICTORY BLVD	I-64	YORK CL	EW	6	6	49,790	71,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
NN	WARWICK BLVD	JAMES CITY CL	YORKTOWN RD	NS	2	2	10,179	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	YORKTOWN RD	FORT EUSTIS BLVD	NS	2	2	15,800	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	FORT EUSTIS BLVD	SNIDOW BLVD	NS	4	4	29,502	52,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	SEV
NN	WARWICK BLVD	SNIDOW BLVD	DENBIGH BLVD	NS	4	4	32,269	44,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	SEV
NN	WARWICK BLVD	DENBIGH BLVD	BLAND BLVD	NS	4	4	31,789	48,000	0	0	LOW	LOW	-	1	0	SEV	MOD	-	SEV
NN	WARWICK BLVD	BLAND BLVD	OYSTER POINT RD	NS	4	4	37,380	44,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	SEV
NN	WARWICK BLVD	OYSTER POINT RD	MAXWELL LN	NS	4	4	16,645	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	MAXWELL LN	DEEP CREEK RD	NS	6	6	29,018	60,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	DEEP CREEK RD	J CLYDE MORRIS BLVD	NS	6	6	32,419	68,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	5	5	25,102	56,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	HARPERSVILLE RD	MAIN ST	NS	4	4	23,798	52,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	MAIN ST	CENTER AVE	NS	4	4	24,259	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	CENTER AVE	MERCURY BLVD	NS	6	6	22,485	41,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	MERCURY BLVD	HUNTINGTON AVE	NS	6	6	32,632	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NN	WARWICK BLVD	23RD ST	39TH ST	NS	3	3	3,476	13,000	0	-	MOD	-	-	0	-	MOD	-	-	SEV
NN	WARWICK BLVD	39TH ST	HUNTINGTON AVE	NS	3	3	12,330	21,000	0	-	LOW	-	-	0	-	LOW	-	-	SEV
NN	YORKTOWN RD	WARWICK BLVD	I-64	EW	2	2	5,249	20,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NN	YORKTOWN RD	I-64	JEFFERSON AVE	EW	4	4	11,882	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NN	YORKTOWN RD	JEFFERSON AVE	CRAWFORD RD	EW	2	2	12,443	24,000	-	-	-	-	SEV	-	-	-	-	MOD	SEV
NN	YORKTOWN RD	CRAWFORD RD	YORK CL	EW	2	2	9,749	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	21ST ST	HAMPTON BLVD	COLLEY AVE	EW	2	2	7,871	12,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	21ST ST	COLLEY AVE	LLEWELLYN ST	EW	2	2	15,259	16,000	-	-	-	-	MOD	-	-	-	-	SEV	MOD
NOR	21ST ST	LLEWELLYN ST	MONTICELLO AVE	EW	2	2	10,362	11,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	26TH ST	HAMPTON BLVD	COLLEY AVE	EW	3	3	4,520	7,000	0	-	LOW	-	-	0	-	LOW	-	-	LOW
NOR	26TH ST	COLLEY AVE	LLEWELLYN AVE	EW	3	3	9,567	11,000	0	-	LOW	-	-	0	-	LOW	-	-	MOD
NOR	26TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	3	3	10,053	11,000	0	-	LOW	-	-	0	-	LOW	-	-	LOW
NOR	26TH ST	MONTICELLO AVE	CHURCH ST	EW	3	3	9,443	11,000	0	-	LOW	-	-	0	-	LOW	-	-	LOW
NOR	26TH ST	CHURCH ST	27TH ST	EW	2	2	8,744	11,000	0	-	LOW	-	-	0	-	LOW	-	-	MOD
NOR	27TH ST	HAMPTON BLVD	COLLEY AVE	EW	3	3	8,921	7,000	-	0	-	MOD	-	-	0	-	LOW	-	LOW
NOR	27TH ST	COLLEY AVE	LLEWELLYN AVE	EW	3	3	8,921	10,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NOR	27TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	3	3	9,807	11,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NOR	27TH ST	MONTICELLO AVE	CHURCH ST	EW	3	3	9,807	11,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
NOR	27TH ST	CHURCH ST	26TH ST	EW	3	3	9,807	10,000	-	0	-	LOW	-	-	-	-	-	-	-	LOW
NOR	38TH ST	HAMPTON BLVD	COLLEY AVE	EW	2	2	6,521	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	38TH ST	COLLEY AVE	LLEWELLYN AVE	EW	2	2	9,560	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	38TH ST	LLEWELLYN AVE	GRANBY ST	EW	2	2	4,830	4,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	4TH VIEW ST	I-64	OCEAN VIEW AVE	EW	4	4	13,345	13,000	0	0	LOW	MOD	-	0	16	LOW	SEV	-	LOW
NOR	ADMIRAL TAUSSIG BLVD	HAMPTON BLVD	I-564	EW	4	4	29,196	15,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	AZALEA GARDEN RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	2	2	10,061	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	AZALEA GARDEN RD	PRINCESS ANNE RD	SEWELLS POINT RD	NS	4	4	14,547	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	AZALEA GARDEN RD	SEWELLS POINT RD	ROBIN HOOD RD	NS	2	2	8,696	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	AZALEA GARDEN RD	ROBIN HOOD RD	I-64	NS	2	2	8,816	14,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	SEV
NOR	AZALEA GARDEN RD	I-64	MILITARY HWY	NS	2	2	7,653	12,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	MOD
NOR	AZALEA GARDEN RD	MILITARY HWY	NORVIEW AVE	NS	4	4	11,661	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	AZALEA GARDEN RD	NORVIEW AVE	LITTLE CREEK RD	NS	4	4	11,661	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	BAINBRIDGE BLVD	SCL NORFOLK	S MAIN ST	NS	2	2	1,543	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	BALLENTINE BLVD	I-264	VA BEACH BLVD	NS	4	4	23,029	32,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
NOR	BALLENTINE BLVD	VA BEACH BLVD	PRINCESS ANNE RD	NS	2	2	13,113	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	BALLENTINE BLVD	PRINCESS ANNE RD	CHESAPEAKE BLVD	NS	2	2	10,737	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	BAY AVE	FIRST VIEW ST	I-64	EW	4	4	18,328	19,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
NOR	BAY AVE/OCEAN AVE	I-64	GRANBY ST	EW	4	4	3,145	7,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	BAYVIEW BLVD	GRANBY ST	TIDEWATER DR	EW	2	2	8,151	9,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	BAYVIEW BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	2	2	12,051	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	BAYVIEW BLVD	CHESAPEAKE BLVD	CAPE VIEW AVE	EW	2	2	6,505	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	BERKLEY AVE	I-464	STATE ST	EW	4	4	14,002	21,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
NOR	BERKLEY AVE	STATE ST	MAIN ST	EW	4	4	13,100	21,000	-	-	-	-	MOD	-	-	-	-	LOW	MOD
NOR	BERKLEY AVE	MAIN ST	BERKLEY AVE EXT	EW	4	4	12,922	15,000	-	-	-	-	MOD	-	-	-	-	LOW	MOD
NOR	BERKLEY AVE	BERKLEY AVE EXT	INDIAN RIVER RD	EW	4	4	12,000	14,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	BERKLEY AVE EXT	BERKLEY AVE/FAUQUIER ST	WILSON RD	EW	2	2	4,032	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	BERKLEY AVE EXT	WILSON RD	CAMPOSTELLA RD	EW	2	2	3,573	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	BOUSH ST/WATERSIDE DR	ST PAULS BLVD	CITY HALL AVE	NS	4	4	32,111	43,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	BOUSH ST	CITY HALL AVE	BUTE STREET	NS	4	4	24,593	45,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	BOUSH ST	BUTE STREET	BRAMBLETON AVE	NS	4	4	24,593	45,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	BOUSH ST	BRAMBLETON AVE	OLNEY RD	NS	3	3	9,767	11,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	BOUSH ST	OLNEY RD	VA BEACH BLVD	NS	3	3	9,767	10,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	BRAMBLETON AVE	HAMPTON BLVD	COLLEY AVE	EW	6	6	33,449	53,000	0	0	MOD	LOW	-	8	9	SEV	SEV	-	LOW
NOR	BRAMBLETON AVE	COLLEY AVE	BOUSH ST	EW	6	6	41,715	67,000	0	0	LOW	MOD	-	0	0	MOD	MOD	-	MOD
NOR	BRAMBLETON AVE	BOUSH ST	MONTICELLO AVE	EW	6	6	31,941	46,000	0	0	MOD	LOW	-	0	0	LOW	MOD	-	LOW
NOR	BRAMBLETON AVE	MONTICELLO AVE	ST PAULS BLVD	EW	6	6	31,941	48,000	0	0	MOD	LOW	-	0	0	LOW	MOD	-	LOW
NOR	BRAMBLETON AVE	ST PAULS BLVD	CHURCH ST	EW	4	4	19,281	27,000	0	0	MOD	MOD	-	6	0	SEV	LOW	-	LOW
NOR	BRAMBLETON AVE	CHURCH ST	TIDEWATER DR	EW	6	6	27,774	32,000	0	0	MOD	MOD	-	6	0	SEV	LOW	-	LOW
NOR	BRAMBLETON AVE	TIDEWATER DR	PARK AVE	EW	4	4	33,010	35,000	0	0	LOW	MOD	-	0	0	MOD	MOD	-	MOD
NOR	BRAMBLETON AVE	PARK AVE	I-264	EW	6	6	45,812	52,000	0	0	LOW	MOD	-	0	0	MOD	MOD	-	MOD
NOR	CAMPOSTELLA RD	SCL NORFOLK/BERKLEY AVE EXT	INDIAN RIVER RD	NS	6	6	19,686	28,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	CAMPOSTELLA RD	INDIAN RIVER RD	WILSON RD	NS	6	6	26,701	42,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
NOR	CAMPOSTELLA RD	WILSON RD	S. END CAMPOSTELLA BRIDGE	NS	6	6	38,113	61,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	CAMPOSTELLA RD	S. END CAMPOSTELLA BRIDGE	KIMBALL TERR	NS	6	6	38,113	61,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	CAMPOSTELLA RD	KIMBALL TERR	I-264	NS	6	6	38,113	61,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	CHESAPEAKE BLVD	LAFAYETTE BLVD	CROMWELL DR	NS	4	4	17,942	24,000	0	4	MOD	SEV	-	6	0	SEV	MOD	-	LOW
NOR	CHESAPEAKE BLVD	CROMWELL DR	ROBIN HOOD RD	NS	4	4	17,942	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	CHESAPEAKE BLVD	ROBIN HOOD RD	HYDE CIR	NS	4	4	17,942	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	CHESAPEAKE BLVD	HYDE CIR	NORVIEW AVE	NS	6	6	17,942	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
NOR	CHESAPEAKE BLVD	NORVIEW AVE	I-64	NS	6	6	17,964	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	CHESAPEAKE BLVD	I-64	JOHNSTONS RD	NS	6	6	27,819	29,000	0	0	MOD	LOW	-	11	0	SEV	LOW	-	LOW
NOR	CHESAPEAKE BLVD	JOHNSTONS RD	LITTLE CREEK RD	NS	6	6	27,819	29,000	0	0	MOD	LOW	-	11	0	SEV	LOW	-	LOW
NOR	CHESAPEAKE BLVD	LITTLE CREEK RD	SHEPPARD AVE	NS	4	4	25,147	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	CHESAPEAKE BLVD	SHEPPARD AVE	BAYVIEW BLVD	NS	4	4	25,147	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	CHESAPEAKE BLVD	BAYVIEW BLVD	CHESAPEAKE ST	NS	4	4	12,500	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	CHESAPEAKE BLVD	CHESAPEAKE ST	OCEAN VIEW AVE	NS	4	4	7,585	9,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	CHURCH ST	BRAMBLETON AVE	VA BEACH BLVD	NS	4	4	14,936	22,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	CHURCH ST	VA BEACH BLVD	PRINCESS ANNE RD	NS	4	4	16,406	20,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	CHURCH ST	PRINCESS ANNE RD	26TH ST	NS	4	4	20,239	22,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	CHURCH ST	26TH ST	27TH ST	NS	4	4	14,601	16,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	CHURCH ST	27TH ST	MONTICELLO AVE	NS	4	4	11,615	15,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	CHURCH ST	MONTICELLO AVE	GRANBY ST	NS	4	4	29,000	26,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
NOR	CITY HALL AVE	BOUSH ST	GRANBY ST	EW	2	2	8,000	12,000	0	0	LOW	MOD	-	1	8	SEV	SEV	-	SEV
NOR	CITY HALL AVE	GRANBY ST	MONTICELLO AVE	EW	2	2	8,000	13,000	0	0	LOW	MOD	-	1	8	SEV	SEV	-	SEV
NOR	CITY HALL AVE	MONTICELLO AVE	ST PAULS BLVD	EW	4	4	8,000	21,000	0	0	LOW	MOD	-	1	8	SEV	SEV	-	MOD
NOR	COLLEY AVE	BRAMBLETON AVE	OLNEY RD	NS	4	4	17,079	26,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
NOR	COLLEY AVE	OLNEY RD	PRINCESS ANNE RD	NS	4	4	14,540	17,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
NOR	COLLEY AVE	PRINCESS ANNE RD	21ST ST	NS	2	2	15,954	18,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
NOR	COLLEY AVE	21ST ST	26TH ST	NS	4	4	17,470	17,000	0	0	MOD	LOW	-	0	0	LOW	MOD	-	MOD
NOR	COLLEY AVE	26TH ST	27TH ST	NS	4	4	17,470	18,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	MOD
NOR	COLLEY AVE	27TH ST	38TH ST	NS	2	2	14,942	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	COLLEY AVE	38TH ST	53RD ST	NS	2	2	14,942	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	CROMWELL DR	TAIT TERRACE DR	CHESAPEAKE BLVD	NS	4	4	14,837	19,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	CROMWELL DR	CHESAPEAKE BLVD	TIDEWATER DR	NS	2	2	12,739	14,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	DUKE ST	OLNEY RD	BRAMBLETON AVE	NS	4	4	10,006	13,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	GRANBY ST	CHURCH ST	38TH ST	NS	4	4	27,717	28,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
NOR	GRANBY ST	38TH ST	LLEWELLYN AVE	NS	4	4	27,717	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	GRANBY ST	LLEWELLYN AVE	WILLOW WOOD DRIVE	NS	6	6	39,773	44,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	GRANBY ST	WILLOW WOOD DRIVE	THOLE ST	NS	6	6	36,654	45,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	GRANBY ST	THOLE ST	LITTLE CREEK RD	NS	6	6	34,307	36,000	0	0	MOD	MOD	-	3	0	SEV	MOD	-	LOW
NOR	GRANBY ST	LITTLE CREEK RD	I-564	NS	6	6	24,588	29,000	0	0	MOD	MOD	-	3	0	SEV	MOD	-	LOW
NOR	GRANBY ST	I-564	I-64	NS	4	4	25,984	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	GRANBY ST	I-64	BAYVIEW BLVD	NS	4	4	25,984	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	GRANBY ST	BAYVIEW BLVD	BAY AVE	NS	4	4	13,413	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	GRANBY ST	BAY AVE	TIDEWATER DR	NS	4	4	13,413	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	GRANBY ST	TIDEWATER DR	OCEAN VIEW AVE	NS	4	4	13,040	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	HAMPTON BLVD	BRAMBLETON AVE	PRINCESS ANNE RD	NS	4	4	35,938	38,000	0	0	LOW	MOD	-	0	16	LOW	SEV	-	SEV
NOR	HAMPTON BLVD	PRINCESS ANNE RD	21ST ST	NS	4	4	35,938	38,000	0	0	LOW	MOD	-	0	16	LOW	SEV	-	SEV
NOR	HAMPTON BLVD	21ST ST	26TH ST	NS	4	4	40,704	42,000	0	0	LOW	LOW	-	0	7	LOW	SEV	-	MOD
NOR	HAMPTON BLVD	26TH ST	27TH ST	NS	4	4	42,727	42,000	0	0	LOW	LOW	-	0	7	LOW	SEV	-	SEV
NOR	HAMPTON BLVD	27TH ST	38TH ST	NS	4	4	42,727	42,000	0	0	MOD	MOD	-	0	0	LOW	MOD	-	SEV
NOR	HAMPTON BLVD	38TH ST	JAMESTOWN CRESCENT	NS	6	6	39,088	45,000	0	0	MOD	MOD	-	0	0	LOW	MOD	-	LOW
NOR	HAMPTON BLVD	JAMESTOWN CRESCENT	LITTLE CREEK RD	NS	6	6	39,088	45,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	HAMPTON BLVD	LITTLE CREEK RD	INTERNATIONAL TERMINAL BLVD	NS	6	6	41,101	43,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	HAMPTON BLVD	INTERNATIONAL TERMINAL BLVD	INTERMODAL CONNECTOR	NS	6	6	28,000	32,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	HAMPTON BLVD	INTERMODAL CONNECTOR	ADM TAUSSIG BLVD	NS	6	6	28,000	40,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	INDIAN RIVER RD	MARSH ST	WILSON RD	EW	4	4	14,324	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	INDIAN RIVER RD	WILSON RD	CAMPOSTELLA RD	EW	4	4	14,324	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	INDIAN RIVER RD	CAMPOSTELLA RD	CHESAPEAKE CL	EW	6	6	17,236	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
NOR	INGLESIDE RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	4	4	13,338	16,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	LOW
NOR	INGLESIDE RD	PRINCESS ANNE RD	TAIT TERRACE DR	NS	4	4	13,853	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	INTERNATIONAL TERMINAL BLVI	HAMPTON BLVD	I-564	EW	4	4	27,215	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	JAMESTOWN CRESCENT	53RD ST	HAMPTON BLVD	NS	2	2	7,887	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	JOHNSTONS RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	2	2	7,002	7,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	JOHNSTONS RD	CHESAPEAKE BLVD	MILITARY HWY	EW	2	2	11,679	13,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
NOR	JOHNSTONS RD/HALPRIN LN	MILITARY HWY	LITTLE CREEK RD	EW	2	2	7,738	8,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	KEMPSVILLE RD	NEWTOWN RD	VA BEACH BLVD	NS	4	4	21,166	28,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	KEMPSVILLE RD	VA BEACH BLVD	NORTHAMPTON BLVD	NS	2	2	12,890	14,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
NOR	LAFAYETTE BLVD	27TH ST	TIDEWATER DR	EW	4	4	14,797	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LAFAYETTE BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	4	4	17,668	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LIBERTY ST	STATE ST	SOUTH MAIN ST	EW	2	2	4,081	12,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	LIBERTY ST	SOUTH MAIN ST	NCL CHESAPEAKE	EW	2	2	4,786	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	LITTLE CREEK RD	HAMPTON BLVD	GRANBY ST	EW	4	4	17,825	20,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	LITTLE CREEK RD	GRANBY ST	I-64	EW	4	4	24,198	34,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	LITTLE CREEK RD	I-64	TIDEWATER DR	EW	6	6	23,954	30,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	LITTLE CREEK RD	TIDEWATER DR	SEWELLS POINT RD	EW	4	4	28,312	38,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	LITTLE CREEK RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	4	4	28,312	33,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	LITTLE CREEK RD	CHESAPEAKE BLVD	MILITARY HWY	EW	4	4	38,980	46,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	LITTLE CREEK RD	MILITARY HWY	AZALEA GARDEN RD	EW	4	4	27,379	32,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	LITTLE CREEK RD	AZALEA GARDEN RD	SHORE DR	EW	4	4	25,157	29,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	LLEWELLYN AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	4	4	9,391	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LLEWELLYN AVE	PRINCESS ANNE RD	21ST ST	NS	4	4	8,752	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LLEWELLYN AVE	21ST ST	26TH ST	NS	4	4	7,460	12,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LLEWELLYN AVE	26TH ST	27TH ST	NS	3	3	7,460	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LLEWELLYN AVE	27TH ST	35TH ST	NS	3	3	6,530	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LLEWELLYN AVE	35TH ST	38TH ST	NS	3	3	6,530	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	LLEWELLYN AVE	38TH ST	DELAWARE AVE	NS	3	3	12,688	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	LLEWELLYN AVE	DELAWARE AVE	GRANBY ST	NS	2	2	8,412	9,000	-	0	-	LOW	-	-	0	-	LOW	-	LOW
NOR	MIDTOWN TUNNEL	PORTSMOUTH CL	BRAMBLETON AVE	NS	2	4	40,744	50,000	10	0	SEV	LOW	-	6	0	SEV	LOW	-	LOW
NOR	MILITARY HWY	VA BEACH CL	I-264	NS	8	8	49,084	60,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
NOR	MILITARY HWY	I-264	VA BEACH BLVD	NS	8	8	48,420	63,000	0	0	LOW	LOW	-	0	1	LOW	SEV	-	LOW
NOR	MILITARY HWY	VA BEACH BLVD	LOWERY RD	NS	8	8	44,847	59,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	LOW
NOR	MILITARY HWY	LOWERY RD	PRIN ANNE RD/NORTHAMPTON B	NS	4	6	44,847	61,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	MOD
NOR	MILITARY HWY	PRIN ANNE RD/NORTHAMPTON B	I-64	NS	4	6	46,093	60,000	0	0	LOW	MOD	-	0	6	LOW	SEV	-	MOD
NOR	MILITARY HWY	I-64	AZALEA GARDEN RD	NS	4	4	25,958	40,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	MOD
NOR	MILITARY HWY	AZALEA GARDEN RD	NORVIEW AVE	NS	4	4	25,636	34,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
NOR	MILITARY HWY	NORVIEW AVE	JOHNSTONS RD	NS	4	4	24,850	31,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
NOR	MILITARY HWY	JOHNSTONS RD	LITTLE CREEK RD	NS	4	4	24,850	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	MONTICELLO AVE	CITY HALL AVE	BRAMBLETON AVE	NS	4	4	3,308	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	MONTICELLO AVE	BRAMBLETON AVE	ST PAULS BLVD	NS	4	4	4,656	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	MONTICELLO AVE	ST PAULS BLVD	VA BEACH BLVD	NS	4	4	25,598	35,000	5	0	SEV	MOD	-	0	0	MOD	MOD	-	MOD
NOR	MONTICELLO AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	4	4	24,789	30,000	5	0	SEV	MOD	-	0	0	MOD	MOD	-	LOW
NOR	MONTICELLO AVE	PRINCESS ANNE RD	21ST ST	NS	4	4	24,789	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	MONTICELLO AVE	21ST ST	26TH ST	NS	4	4	18,273	22,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	MONTICELLO AVE	26TH ST	27TH ST	NS	4	4	18,273	22,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	MONTICELLO AVE	27TH ST	CHURCH ST	NS	4	4	18,273	22,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
NOR	NEWTOWN RD	KEMPSVILLE RD	I-264	NS	4	4	30,487	40,000	0	0	LOW	MOD	-	0	12	MOD	SEV	-	SEV
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NS	4	4	35,572	50,000	0	0	MOD	MOD	-	16	8	SEV	SEV	-	SEV
NOR	NEWTOWN RD	VA BEACH BLVD	VA BEACH CL	NS	4	6	40,738	49,000	0	0	LOW	MOD	-	0	5	LOW	SEV	-	LOW

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
NOR	NORTHAMPTON BLVD	MILITARY HWY	KEMPSVILLE RD	EW	6	6	33,975	48,000	0	0	MOD	LOW	-	1	0	SEV	MOD	-	LOW
NOR	NORTHAMPTON BLVD	KEMPSVILLE RD	I-64	EW	6	6	35,463	49,000	0	0	MOD	LOW	-	1	0	SEV	MOD	-	LOW
NOR	NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL	EW	8	8	81,656	105,000	7	6	SEV	SEV	-	0	9	MOD	SEV	-	SEV
NOR	NORVIEW AVE	TIDEWATER DR	CHESAPEAKE BLVD	EW	2	2	6,054	9,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	NORVIEW AVE	CHESAPEAKE BLVD	I-64	EW	4	4	22,619	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	NORVIEW AVE	I-64	MILITARY HWY	EW	4	4	26,369	32,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	NORVIEW AVE	MILITARY HWY	AZALEA GARDEN RD	EW	4	4	14,823	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	NORVIEW AVE	AZALEA GARDEN RD	NORFOLK INT AIRPORT	EW	4	4	14,047	24,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	OCEAN VIEW AVE	4TH VIEW ST	TIDEWATER DR	EW	4	4	14,462	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	OCEAN VIEW AVE	TIDEWATER DR	GRANBY ST	EW	4	4	14,462	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	OCEAN VIEW AVE	GRANBY ST	CHESAPEAKE BLVD	EW	4	4	18,380	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	OCEAN VIEW AVE	CHESAPEAKE BLVD	21ST BAY ST	EW	4	4	17,072	24,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
NOR	OLNEY RD	COLLEY AVE	DUKE ST/VA BEACH BLVD	EW	4	4	9,435	15,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	PARK AVE	BRAMBLETON AVE	VA BEACH BLVD	EW	4	4	16,653	24,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
NOR	PARK AVE	VA BEACH BLVD	PRINCESS ANNE RD	EW	4	4	13,775	22,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
NOR	PRINCESS ANNE RD	HAMPTON BLVD	COLLEY AVE	EW	2	2	6,614	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	PRINCESS ANNE RD	COLLEY AVE	LLEWELLYN AVE	EW	2	2	9,137	9,000	0	4	LOW	SEV	-	0	0	LOW	LOW	-	MOD
NOR	PRINCESS ANNE RD	LLEWELLYN AVE	MONTICELLO AVE	EW	2	2	11,419	10,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	MOD
NOR	PRINCESS ANNE RD	MONTICELLO AVE	CHURCH ST	EW	2	2	9,123	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	PRINCESS ANNE RD	CHURCH ST	TIDEWATER DR	EW	4	4	13,034	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	PRINCESS ANNE RD	TIDEWATER DR	MAY AVE	EW	4	4	16,293	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	PRINCESS ANNE RD	MAY AVE	PARK AVE	EW	4	4	16,293	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	PRINCESS ANNE RD	PARK AVE	BALLENTINE BLVD	EW	4	4	17,853	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	PRINCESS ANNE RD	BALLENTINE BLVD	INGLESIDE RD	EW	4	4	22,511	28,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
NOR	PRINCESS ANNE RD	INGLESIDE RD	AZALEA GARDEN RD	EW	4	4	22,511	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	PRINCESS ANNE RD	AZALEA GARDEN RD	SEWELLS POINT RD	EW	4	4	22,923	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	PRINCESS ANNE RD	SEWELLS POINT RD	MILITARY HWY	EW	4	4	22,923	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	ROBIN HOOD RD	CHESAPEAKE BLVD	SEWELLS POINT RD	EW	2	2	6,158	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	ROBIN HOOD RD	SEWELLS POINT RD	AZALEA GARDEN RD	EW	2	2	4,647	11,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	ROBIN HOOD RD	AZALEA GARDEN RD	ELLSMERE AVE	EW	4	4	7,799	16,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	ROBIN HOOD RD	ELLSMERE AVE	MILITARY HWY	EW	4	4	9,910	19,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	SEWELLS POINT RD	PRINCESS ANNE RD	AZALEA GARDEN RD	NS	2	2	12,708	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	SEWELLS POINT RD	AZALEA GARDEN RD	ROBIN HOOD RD	NS	4	4	12,708	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	SEWELLS POINT RD	ROBIN HOOD RD	CHESAPEAKE BLVD	NS	4	4	12,708	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	SEWELLS POINT RD	CHESAPEAKE BLVD	PARTRIDGE ST	NS	2	2	8,244	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	SEWELLS POINT RD	PARTRIDGE ST	PHILPOTTS RD	NS	2	2	8,244	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	SEWELLS POINT RD	PHILPOTTS RD	I-64	NS	4	4	8,244	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	SEWELLS POINT RD	I-64	LITTLE CREEK RD	NS	4	4	8,244	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	SHORE DRIVE	21ST BAY ST	LITTLE CREEK RD	EW	4	4	23,818	30,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
NOR	SHORE DRIVE	LITTLE CREEK RD	VA BEACH CL	EW	4	4	34,182	40,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
NOR	SOUTH MAIN ST	I-464	BAINBRIDGE BLVD	NS	2	2	8,884	2,000	-	-	-	-	MOD	-	-	-	-	SEV	LOW
NOR	SOUTH MAIN ST	BAINBRIDGE BLVD	LIBERTY ST	NS	2	2	8,884	8,000	-	-	-	-	MOD	-	-	-	-	SEV	MOD
NOR	SOUTH MAIN ST	LIBERTY ST	BERKLEY AVE	NS	2	2	8,884	5,000	-	-	-	-	MOD	-	-	-	-	SEV	MOD
NOR	ST PAULS BLVD	WATERSIDE DR	CITY HALL AVE	NS	6	6	16,085	21,000	0	0	LOW	MOD	-	0	0	MOD	LOW	-	MOD
NOR	ST PAULS BLVD	CITY HALL AVE	I-264 RAMP/MACARTHUR MALL	NS	6	6	44,308	21,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	LOW
NOR	ST PAULS BLVD	I-264 RAMP/MACARTHUR MALL	BRAMBLETON AVE	NS	6	6	44,308	54,000	0	0	MOD	MOD	-	0	9	MOD	SEV	-	MOD
NOR	ST PAULS BLVD	BRAMBLETON AVE	MONTICELLO AVE	NS	6	6	22,671	27,000	5	0	SEV	MOD	-	0	0	MOD	MOD	-	LOW
NOR	STATE ST	LIBERTY ST	BERKLEY AVE	NS	2	2	4,000	12,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
NOR	STATE ST	BERKLEY AVE	I-464 RAMP	NS	2	2	1,705	12,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
NOR	THOLE ST	GRANBY ST	TIDEWATER DR	EW	2	2	10,586	12,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV

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JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
NOR	TIDEWATER DR	CITY HALL AVE	BRAMBLETON AVE	NS	6	6	22,911	33,000	0	0	LOW	LOW	-	0	1	LOW	SEV	-	LOW
NOR	TIDEWATER DR	BRAMBLETON AVE	VA BEACH BLVD	NS	6	6	33,980	38,000	0	0	MOD	LOW	-	0	7	LOW	SEV	-	LOW
NOR	TIDEWATER DR	VA BEACH BLVD	PRINCESS ANNE RD	NS	6	6	31,834	35,000	0	0	MOD	LOW	-	0	0	LOW	MOD	-	LOW
NOR	TIDEWATER DR	PRINCESS ANNE RD	LAFAYETTE BLVD	NS	4	4	31,834	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	TIDEWATER DR	LAFAYETTE BLVD	CROMWELL DR	NS	4	4	28,766	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	TIDEWATER DR	CROMWELL DR	NORVIEW AVE	NS	4	4	41,186	42,000	0	0	LOW	LOW	-	0	6	LOW	SEV	-	MOD
NOR	TIDEWATER DR	NORVIEW AVE	THOLE ST	NS	4	4	37,332	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	TIDEWATER DR	THOLE ST	I-64	NS	4	4	37,332	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	TIDEWATER DR	I-64	LITTLE CREEK RD	NS	4	4	32,206	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	TIDEWATER DR	LITTLE CREEK RD	BAYVIEW BLVD	NS	4	4	19,072	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	TIDEWATER DR	BAYVIEW BLVD	GRANBY ST	NS	4	4	13,040	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	TIDEWATER DR	GRANBY ST	OCEAN VIEW AVE	NS	4	4	8,867	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	VA BEACH BLVD	OLNEY RD	GRANBY ST	EW	4	4	6,415	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	VA BEACH BLVD	GRANBY ST	MONTICELLO AVE	EW	4	4	5,936	12,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
NOR	VA BEACH BLVD	MONTICELLO AVE	CHURCH ST	EW	4	4	15,176	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	VA BEACH BLVD	CHURCH ST	TIDEWATER DR	EW	4	4	15,176	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	VA BEACH BLVD	TIDEWATER DR	PARK AVE	EW	4	4	16,140	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	VA BEACH BLVD	PARK AVE	BALLENTINE BLVD	EW	4	4	18,166	26,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	VA BEACH BLVD	BALLENTINE BLVD	INGLESIDE RD	EW	6	6	32,142	41,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
NOR	VA BEACH BLVD	INGLESIDE RD	AZALEA GARDEN RD	EW	6	6	32,142	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	VA BEACH BLVD	AZALEA GARDEN RD	JETT ST	EW	6	6	31,282	49,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	VA BEACH BLVD	JETT ST	MILITARY HWY	EW	6	6	31,282	49,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
NOR	VA BEACH BLVD	MILITARY HWY	GLENROCK RD	EW	6	6	28,853	37,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
NOR	VA BEACH BLVD	GLENROCK RD	KEMPSVILLE RD	EW	4	4	28,853	35,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
NOR	VA BEACH BLVD	KEMPSVILLE RD	NEWTOWN RD	EW	4	4	30,166	44,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
NOR	WESLEYAN DR	NORTHAMPTON BLVD	NCL VA BEACH	EW	4	4	20,585	35,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
NOR	WILLOW WOOD DR	GRANBY ST	TIDEWATER DR	EW	2	2	11,835	12,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
NOR	WILSON RD	BERKLEY AVE/CHESAPEAKE CL	INDIAN RIVER RD	EW	2	2	8,616	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
NOR	WILSON RD	INDIAN RIVER RD	CAMPOSTELLA RD	EW	4	4	8,616	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
POQ	EAST YORKTOWN RD	YORK CL	HUNT'S NECK RD	EW	2	2	3,976	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
POQ	EAST YORKTOWN RD	HUNT'S NECK RD	POQUOSON AVE	NS	2	2	7,714	11,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
POQ	LITTLE FLORIDA RD	WYTHE CREEK RD	POQUOSON AVE	EW	2	2	12,347	15,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
POQ	POQUOSON AVE	WYTHE CREEK RD	LITTLE FLORIDA RD	EW	2	2	3,496	6,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
POQ	VICTORY BLVD	YORK CL	WYTHE CREEK RD	EW	2	2	12,962	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
POQ	WYTHE CREEK RD	HAMPTON CL	ALPHUS ST	NS	2	4	13,218	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
POQ	WYTHE CREEK RD	ALPHUS ST	LITTLE FLORIDA RD	NS	4	4	13,218	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
POQ	WYTHE CREEK RD	LITTLE FLORIDA RD	HUDGINS RD	NS	4	4	13,249	19,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
POQ	WYTHE CREEK RD	HUDGINS RD	POQUOSON AVE	NS	2	2	8,651	14,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	AIRLINE BLVD	CHESAPEAKE CL	GREENWOOD DR	EW	3	3	12,236	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	AIRLINE BLVD	GREENWOOD DR	ELMHURST LN	EW	3	3	11,342	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	AIRLINE BLVD	ELMHURST LN	.55 MI E ELMHURST LN	EW	3	3	9,573	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	AIRLINE BLVD	.55 MI E ELMHURST LN	VICTORY BLVD	EW	4	4	9,573	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	AIRLINE BLVD	VICTORY BLVD	PORTSMOUTH BLVD	EW	4	4	11,634	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	AIRLINE BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	4	4	14,616	26,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	AIRLINE BLVD	FREDERICK BLVD	HIGH ST	EW	4	4	19,951	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	CAVALIER BLVD	CHESAPEAKE CL	GREENWOOD DR	NS	4	4	10,773	32,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
PORT	CEDAR LN	HIGH ST	W NORFOLK RD	NS	2	2	11,799	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	CEDAR LN	W NORFOLK RD	WESTERN FREEWAY	NS	4	4	16,002	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	CEDAR LN	WESTERN FREEWAY	S PERIMETER RD	NS	2	2	10,513	12,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	CHURCHLAND BLVD	CHESAPEAKE CL	W NORFOLK RD	EW	4	4	13,615	24,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
PORT	CHURCHLAND BLVD	W NORFOLK RD	TYRE NECK RD	EW	4	4	9,324	15,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	CHURCHLAND BLVD	TYRE NECK RD	HIGH ST	EW	4	4	9,851	15,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	COAST GUARD BLVD	CEDAR LN	COAST GUARD BASE GATE	EW	2	2	3,101	4,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	COUNTY ST	CONSTITUTION AVE	PENINSULA AVE	EW	2	2	5,145	11,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
PORT	COUNTY ST	PENINSULA AVE	ELM AVE	EW	4	4	5,722	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	COUNTY ST	ELM AVE	EFFINGHAM ST	EW	4	4	5,131	7,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	COURT ST	PAVILION DR	COUNTY ST	NS	4	4	8,790	9,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	COURT ST	COUNTY ST	HIGH ST	NS	4	4	8,322	7,000	-	-	-	-	LOW	-	-	-	-	MOD	LOW
PORT	COURT ST	HIGH ST	LONDON BLVD	NS	4	4	3,648	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	COURT ST	LONDON BLVD	CRAWFORD PKWY	NS	4	4	1,415	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	CRANEY ISLAND ACCESS RD	WESTERN FREEWAY	PROPOSED TERMINAL	NS	0	2	DNE	7,000	-	-	-	-	-	-	-	-	-	-	LOW
PORT	CRAWFORD PKWY	EFFINGHAM ST	CRAWFORD ST	EW	4	4	3,599	12,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	CRAWFORD ST	CRAWFORD PKWY	LONDON BLVD	NS	4	4	4,000	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	CRAWFORD ST	LONDON BLVD	HIGH ST	NS	4	4	5,327	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	CRAWFORD ST	HIGH ST	COUNTY ST	NS	4	4	5,399	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	CRAWFORD ST/BART ST	COUNTY ST	COURT ST	NS	4	4	5,696	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	DEEP CREEK BLVD	VICTORY BLVD	GREENWOOD DR	NS	2	2	7,096	11,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
PORT	DEEP CREEK BLVD	GREENWOOD DR	PORTSMOUTH BLVD	NS	2	2	8,835	13,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
PORT	DEEP CREEK BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	NS	2	2	9,427	12,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	DEEP CREEK BLVD	FREDERICK BLVD	DES MOINES AVE	NS	2	2	5,026	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	DES MOINES AVE	DEEP CREEK BLVD	I-264	NS	2	2	7,193	11,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
PORT	GEORGE WASHINGTON HWY	FREDERICK BLVD	ELM AVE	NS	4	4	17,831	23,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
PORT	GEORGE WASHINGTON HWY	ELM AVE	PORTSMOUTH BLVD	NS	4	4	15,880	21,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	EFFINGHAM ST	PORTSMOUTH BLVD	I-264	NS	6	6	23,715	31,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	EFFINGHAM ST	I-264	SOUTH ST	NS	4	4	30,858	41,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
PORT	EFFINGHAM ST	SOUTH ST	HIGH ST	NS	4	4	25,793	34,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	EFFINGHAM ST	HIGH ST	LONDON BLVD	NS	4	4	22,651	29,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	EFFINGHAM ST	LONDON BLVD	NORTH ST	NS	5	5	16,741	19,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	EFFINGHAM ST	NORTH ST	CRAWFORD PKWY	NS	4	4	16,250	18,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	EFFINGHAM ST	CRAWFORD PKWY	NAVAL MEDICAL CENTER	NS	4	4	16,724	22,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
PORT	ELM AVE	LONDON BLVD	HIGH ST	NS	3	3	6,746	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	ELM AVE	HIGH ST	COUNTY ST	NS	4	4	10,390	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	ELM AVE	COUNTY ST	SOUTH ST	NS	4	4	11,236	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	ELM AVE	SOUTH ST	I-264	NS	2	2	8,011	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	ELM AVE	I-264	PORTSMOUTH BLVD	NS	2	2	8,011	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	ELM AVE	PORTSMOUTH BLVD	EFFINGHAM ST	NS	4	4	3,647	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	ELM AVE	EFFINGHAM ST	VICTORY BLVD	EW	2	2	6,941	12,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
PORT	ELM AVE	VICTORY BLVD	BURTONS POINT RD	EW	4	4	8,760	11,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	ELM AVE	BURTONS POINT RD	CHESAPEAKE CL	EW	2	2	6,933	20,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
PORT	ELMHURST LN	GARWOOD AVE	AIRLINE BLVD	NS	4	4	3,652	5,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	ELMHURST LN	AIRLINE BLVD	PORTSMOUTH BLVD	NS	4	4	7,254	8,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	FREDERICK BLVD	GEORGE WASHINGTON HWY	PORTSMOUTH BLVD	NS	4	4	13,006	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	FREDERICK BLVD	PORTSMOUTH BLVD	DEEP CREEK BLVD	NS	4	4	15,594	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	FREDERICK BLVD	DEEP CREEK BLVD	I-264	NS	4	4	21,068	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	FREDERICK BLVD	I-264	TURNPIKE RD	NS	4	4	39,002	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	FREDERICK BLVD	TURNPIKE RD	AIRLINE BLVD	NS	4	4	28,337	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	FREDERICK BLVD	AIRLINE BLVD	HIGH ST	NS	4	4	17,688	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	GARWOOD AVE	GREENWOOD DR	ELMHURST LN	EW	4	4	3,164	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	GEORGE WASHINGTON HWY	CHESAPEAKE CL	VICTORY BLVD	NS	4	4	23,417	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	GEORGE WASHINGTON HWY	VICTORY BLVD	DAVIS ST	NS	5	5	20,102	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
PORT	GEORGE WASHINGTON HWY	DAVIS ST	GREENWOOD DR	NS	4	4	24,218	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	GEORGE WASHINGTON HWY	GREENWOOD DR	FREDERICK BLVD	NS	4	4	26,076	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	GREENWOOD DR	AIRLINE BLVD	I-264	EW	4	4	17,319	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	GREENWOOD DR	I-264	CAVALIER BLVD	EW	4	4	15,488	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	GREENWOOD DR	CAVALIER BLVD	VICTORY BLVD	EW	4	4	10,209	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	GREENWOOD DR	VICTORY BLVD	INDEPENDENCE ST	EW	4	4	4,181	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	GREENWOOD DR	INDEPENDENCE ST	DEEP CREEK BLVD	EW	2	2	4,154	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	GREENWOOD DR	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	2	2	3,389	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	HARBOR ST	TURNPIKE RD	HIGH ST	NS	2	2	6,097	0	-	-	-	-	MOD	-	-	-	-	MOD	LOW
PORT	HIGH ST	TYRE NECK RD	CHURCHLAND BLVD	EW	4	4	17,526	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	HIGH ST	CHURCHLAND BLVD	CEDAR LA	EW	4	4	24,582	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	HIGH ST	CEDAR LA	FREDERICK BLVD	EW	4	4	27,268	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	HIGH ST	FREDERICK BLVD	AIRLINE BLVD	EW	4	4	13,971	17,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	HIGH ST	AIRLINE BLVD	MT VERNON AVE	EW	5	5	11,683	15,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	HIGH ST	MT VERNON AVE	M L K FWY	EW	4	4	12,495	15,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	HIGH ST	M L K FWY	ELM AVE	EW	4	4	16,239	17,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	HIGH ST	ELM AVE	EFFINGHAM ST	EW	4	4	11,209	15,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
PORT	HIGH ST	EFFINGHAM ST	CRAWFORD ST	EW	2	2	8,135	10,000	-	-	-	-	SEV	-	-	-	-	MOD	SEV
PORT	LONDON BLVD	HIGH ST	MT VERNON AVE	EW	6	6	20,259	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	LONDON BLVD	MT VERNON AVE	M L K FWY	EW	6	6	20,259	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	LONDON BLVD	M L K FWY	ELM AVE	EW	6	6	28,023	33,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	LONDON BLVD	ELM AVE	EFFINGHAM ST	EW	6	6	24,986	31,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	LONDON ST	EFFINGHAM ST	CRAWFORD ST	EW	2	2	7,362	10,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	NORFOLK CL	NS	2	4	40,744	50,000	10	0	SEV	LOW	-	6	0	SEV	LOW	-	LOW
PORT	PORTCENTRE PKWY	PORTSMOUTH BLVD	CRAWFORD ST	NS	4	4	9,483	10,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	PORTSMOUTH BLVD	CHESAPEAKE CL	ELMHURST LN	EW	4	4	28,230	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	PORTSMOUTH BLVD	ELMHURST LN	VICTORY BLVD	EW	4	4	21,695	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	PORTSMOUTH BLVD	VICTORY BLVD	AIRLINE BLVD	EW	4	4	14,388	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	PORTSMOUTH BLVD	AIRLINE BLVD	TURNPIKE RD	EW	4	4	17,093	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	PORTSMOUTH BLVD	TURNPIKE RD	I-264	EW	4	4	12,427	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	PORTSMOUTH BLVD	I-264	DEEP CREEK BLVD	EW	4	4	11,534	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	PORTSMOUTH BLVD	DEEP CREEK BLVD	FREDERICK BLVD	EW	4	4	7,036	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	PORTSMOUTH BLVD	FREDERICK BLVD	ELM AVE	EW	4	4	9,017	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	PORTSMOUTH BLVD	ELM AVE	EFFINGHAM ST	EW	4	4	6,242	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	PORTSMOUTH BLVD	EFFINGHAM ST	PORTCENTRE PKWY	EW	2	2	4,462	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
PORT	TOWN POINT RD	SUFFOLK CL	TWIN PINES RD	EW	2	2	10,320	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	TOWN POINT RD	TWIN PINES RD	WESTERN FREEWAY	EW	4	4	22,079	31,000	0	0	LOW	MOD	-	0	0	LOW	LOW	-	SEV
PORT	TOWN POINT RD	WESTERN FREEWAY	CHESAPEAKE CL	EW	4	4	23,099	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	TURNPIKE RD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	2	2	4,217	14,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	TURNPIKE RD	FREDERICK BLVD	HOWARD ST	EW	2	4	11,614	24,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	TURNPIKE RD	HOWARD ST	HARBOR DR	EW	2	4	9,647	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	TURNPIKE RD	HARBOR DR	COUNTY ST	EW	3	4	9,647	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	TWIN PINES RD	TOWN POINT RD	HEDGEROW LN	NS	2	2	9,751	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	TYRE NECK RD	CHESAPEAKE CL	HIGH ST	NS	2	2	11,474	14,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
PORT	TYRE NECK RD	HIGH ST	CHURCHLAND BLVD	NS	2	2	5,655	9,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
PORT	TYRE NECK RD	CHURCHLAND BLVD	WEST NORFOLK RD	NS	2	2	3,505	6,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
PORT	VICTORY BLVD	PORTSMOUTH BLVD	AIRLINE BLVD	EW	4	4	8,883	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
PORT	VICTORY BLVD	AIRLINE BLVD	I-264	EW	6	6	20,995	31,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
PORT	VICTORY BLVD	I-264	GREENWOOD DR	EW	4	4	22,534	36,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
PORT	VICTORY BLVD	GREENWOOD DR	DEEP CREEK BLVD	EW	4	4	17,642	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
PORT	VICTORY BLVD	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	5	5	18,078	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	VICTORY BLVD	GEORGE WASHINGTON HWY	AFTON PKWY	EW	4	4	10,324	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	VICTORY BLVD	AFTON PKWY	ELM AVE	EW	4	4	6,691	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
PORT	W NORFOLK RD	CHURCHLAND BLVD	TYRE NECK RD	EW	2	2	3,309	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
PORT	W NORFOLK RD	TYRE NECK RD	CEDAR LN	EW	2	2	6,568	13,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
PORT	W NORFOLK RD	CEDAR LN	WESTERN FWY	EW	4	4	4,916	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
PORT	WESTERN BRANCH BLVD	CHESAPEAKE CL	TYRE NECK RD	EW	4	4	22,125	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SH	BUS ROUTE 58	ROUTE 35	ECL COURTLAND	EW	2	2	6,301	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SH	BUS ROUTE 58	ECL COURTLAND	ROUTE 58	EW	4	4	6,301	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	BUSINESS ROUTE 58 (CAMP PKV	ROUTE 58	DELAWARE RD (RTE 687)	EW	4	4	3,276	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	BUSINESS ROUTE 58 (CAMP PKV	DELAWARE RD (RTE 687)	FRANKLIN CL	EW	4	4	3,276	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 35	NC STATE LINE	SCL BOYKINS	NS	2	2	1,432	3,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 35	SCL BOYKINS	ROUTE 1324	NS	2	2	1,432	3,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 35	ROUTE 1324	ROUTE 186	NS	2	2	1,432	3,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SH	ROUTE 35	ROUTE 186	NCL BOYKINS	NS	2	2	3,952	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SH	ROUTE 35	NCL BOYKINS	ROUTE 671	NS	2	2	3,952	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 35	ROUTE 671	GRAYS SHOP RD (RTE 673)	NS	2	2	1,478	3,000	5	0	SEV	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 35	GRAYS SHOP RD (RTE 673)	ROUTE 58	NS	2	2	1,467	2,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 35/BUS ROUTE 58	ROUTE 58	WCL COURTLAND	EW	2	2	3,180	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 35/BUS ROUTE 58	WCL COURTLAND	BUS RTE 58	EW	2	2	3,180	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SH	ROUTE 35	BUS RTE 58	NCL COURTLAND	NS	2	2	4,556	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SH	ROUTE 35	NCL COURTLAND	IVOR RD (RTE 616)	NS	2	2	4,556	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SH	ROUTE 35	IVOR RD (RTE 616)	CARYS BRIDGE RD (RTE 653)	NS	2	2	2,038	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 35	CARYS BRIDGE RD (RTE 653)	SUSSEX CL	NS	2	2	1,901	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	GREENSVILLE CL	ADAMS GROVE RD (RTE 615)	EW	4	4	11,935	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	ADAMS GROVE RD (RTE 615)	DREWRY RD (RTE 659)	EW	4	4	11,696	37,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	DREWRY RD (RTE 659)	PINOPOLIS RD (ROUTE 653)	EW	4	4	11,921	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	PINOPOLIS RD (ROUTE 653)	ROUTE 35	EW	4	4	12,112	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	ROUTE 35	BUS RTE 58 W	EW	4	4	13,449	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	BUS RTE 58 W	CAMP PKWY (BUS RTE 58 E)	EW	4	4	19,457	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	CAMP PKWY (BUS RTE 58 E)	ARMORY DR (RTE 671)	EW	4	4	16,452	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	ARMORY DR (RTE 671)	ROUTE 258	EW	4	4	16,452	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	ROUTE 258	PRETLOW RD (RTE 714)	EW	4	4	16,382	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 58	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	4	4	17,413	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 186	NC STATE LINE	WCL BRANCHVILLE	EW	2	2	963	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 186	WCL BRANCHVILLE	JOYNER RD (RTE 701)	EW	2	2	963	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 186	JOYNER RD (RTE 701)	ECL BRANCHVILLE	EW	2	2	1,407	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 186	ECL BRANCHVILLE	WCL BOYKINS	EW	2	2	1,407	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 186	WCL BOYKINS	ROUTE 35	EW	2	2	2,021	3,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SH	ROUTE 189	ROUTE 258	PRETLOW RD (RTE 714)	EW	2	2	1,636	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 189	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	2	2	2,157	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 258	NC STATE LINE	ROUTE 189	EW	2	2	4,817	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 258	ROUTE 189	DOGWOOD BEND RD (RTE 684)	EW	2	2	3,292	4,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 258	DOGWOOD BEND RD (RTE 684)	ROUTE 58	EW	4	4	3,991	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 460	SUSSEX CL	WCL IVOR	EW	4	4	9,016	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 460	WCL IVOR	ROUTE 616 (IVOR RD)	EW	4	4	9,016	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 460	ROUTE 616 (IVOR RD)	ECL IVOR	EW	4	4	8,415	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 460	ECL IVOR	ISLE OF WIGHT CL	EW	4	4	8,415	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SH	ROUTE 616	ROUTE 35	SAINT LUKES RD (RTE 633)	NS	2	2	1,077	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 616	SAINT LUKES RD (RTE 633)	SEACOCK RD (RTE 614)	NS	2	2	1,128	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
SH	ROUTE 616	SEACOCK RD (RTE 614)	MILLFIELD RD (RTE 605)	NS	2	2	1,475	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 616	MILLFIELD RD (RTE 605)	SCL IVOR	NS	2	2	1,390	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 616	SCL IVOR	ROUTE 460	NS	2	2	2,155	2,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
SH	ROUTE 671	ROUTE 35	CROSS KEYS RD (RTE 665)	EW	2	2	2,100	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 671	CROSS KEYS RD (RTE 665)	WCL NEWSOMS	EW	2	2	2,286	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 671	WCL NEWSOMS	GRAYS SHOP RD (RTE 673)	EW	2	2	2,464	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 671	GRAYS SHOP RD (RTE 673)	ECL NEWSOMS	EW	2	2	2,349	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 671	ECL NEWSOMS	SUNBEAM RD (RTE 680)	EW	2	2	2,787	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SH	ROUTE 671	SUNBEAM RD (RTE 680)	DELAWARE RD (RTE 687)	EW	2	2	3,898	6,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SH	ROUTE 671	DELAWARE RD (RTE 687)	ROUTE 58	EW	4	4	5,268	9,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	BENNETTS PASTURE RD	NANSEMOND PKWY	KINGS HWY	NS	2	2	4,822	23,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	BENNETTS PASTURE RD	KINGS HWY	BRIDGE RD	NS	2	2	11,295	31,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	BRIDGE RD	ISLE OF WIGHT CL	E. END CHUCKATUCK BRIDGE	EW	2	2	17,252	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	BRIDGE RD	E. END CHUCKATUCK BRIDGE	CRITTENDEN RD	EW	4	4	17,252	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	BRIDGE RD	CRITTENDEN RD	N. END NANSEMOND RIVER	EW	4	4	18,466	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	BRIDGE RD	N. END NANSEMOND RIVER	S. END NANSEMOND RIVER	EW	2	4	18,466	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	BRIDGE RD	S. END NANSEMOND RIVER	BENNETTS PASTURE RD	EW	4	6	18,466	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	BRIDGE RD	BENNETTS PASTURE RD	SHOULDERS HILL RD	EW	4	6	31,675	67,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	BRIDGE RD	SHOULDERS HILL RD	HARBOUR VIEW BLVD	EW	4	6	34,202	60,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	BRIDGE RD	HARBOUR VIEW BLVD	WESTERN FWY	EW	4	6	38,254	57,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	BRIDGE RD	WESTERN FWY	I-664	EW	4	6	16,831	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	BRIDGE RD	I-664	COLLEGE DR	EW	4	6	21,610	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	BRIDGE RD	COLLEGE DR	CHESAPEAKE CL	EW	4	6	23,678	44,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	BUCKHORN DR	ROUTE 58	INDIAN TRAIL	NS	2	2	327	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	BUCKHORN DR	INDIAN TRAIL	ISLE OF WIGHT CL	NS	2	2	337	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	CAROLINA RD	NC STATE LINE	RTE 642	NS	2	2	4,021	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	CAROLINA RD	RTE 642	RTE 675	NS	2	2	4,043	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	CAROLINA RD	RTE 675	BABBTOWN RD (RTE 759)	NS	2	2	4,303	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	CAROLINA RD	BABBTOWN RD (RTE 759)	WHALEYVILLE BLVD	NS	2	2	4,974	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	CAROLINA RD	WHALEYVILLE BLVD	TURLINGTON RD	NS	4	4	17,263	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	CAROLINA RD	TURLINGTON RD	SW SUFFOLK BYPASS	NS	4	4	17,263	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	CAROLINA RD	SW SUFFOLK BYPASS	FAYETTE ST	NS	4	4	10,773	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	COLLEGE DR	BRIDGE RD	WESTERN FREEWAY	NS	4	4	17,513	28,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
SUF	COLLEGE DR	WESTERN FREEWAY	HAMPTON ROADS PKWY	NS	4	4	18,661	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	COLLEGE DR	HAMPTON ROADS PKWY	I-664	NS	4	4	17,615	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUF	COLLEGE DR	I-664	HARBOUR VIEW BLVD	NS	2	2	7,717	16,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	CONSTANCE RD	HOLLAND RD	PITCHKETTLE RD	EW	2	2	9,086	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUF	CONSTANCE RD	PITCHKETTLE RD	MAIN ST	EW	2	2	9,802	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	CONSTANCE RD	MAIN ST	WILROY RD	EW	4	4	15,308	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUF	COPELAND RD	ROUTE 58	WHALEYVILLE BLVD	EW	2	2	527	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	COPELAND RD	WHALEYVILLE BLVD	CAROLINA RD	EW	2	2	325	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	CRITTENDEN RD	KINGS HWY	BRIDGE RD (RTE 17)	EW	2	2	3,087	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	EVERETTS RD	LAKE PRINCE DR (RTE 604)	MOORE FARM LN	EW	2	2	1,826	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	EVERETTS RD	MOORE FARM LN	GODWIN BLVD	EW	2	2	1,616	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	FINNEY AVE	N MAIN ST	PINNER ST	EW	2	2	7,548	16,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
SUF	GODWIN BLVD	PRUDEN BLVD	SUFFOLK BYPASS	NS	4	4	20,912	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	GODWIN BLVD	SUFFOLK BYPASS	KINGS FORK RD	NS	4	4	36,774	35,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
SUF	GODWIN BLVD	KINGS FORK ROAD	1.36 MI N OF KINGS FORK RD	NS	4	4	12,625	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	GODWIN BLVD	1.36 MILES N OF KINGS FORK RD	EVERETS RD	NS	2	2	12,625	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	GODWIN BLVD	EVERETS RD	KINGS HWY	NS	2	2	12,381	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
SUF	GODWIN BLVD	KINGS HWY	ISLE OF WIGHT CL	NS	2	2	11,401	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	HAMPTON ROADS PKWY	HARBOUR VIEW BLVD	COLLEGE DR	EW	4	4	9,464	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	HAMPTON ROADS PKWY	COLLEGE DR	PORTSMOUTH CL	EW	4	4	8,827	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUF	HARBOUR VIEW BLVD	BRIDGE RD	HAMPTON ROADS PKWY	NS	4	4	16,920	31,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	HARBOUR VIEW BLVD	HAMPTON ROADS PKWY	COLLEGE DR	NS	4	4	10,000	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	HOLLAND RD (BUS RTE 58)	SUFFOLK BYPASS	CONSTANCE RD	EW	2	2	10,414	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	HOLLAND RD (BUS RTE 58)	RURITAN BLVD	HOLLAND RD (RTE 58)	EW	2	2	2,699	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	KINGS FORK RD	PITCHKETTLE RD	PRUDEN BLVD	EW	2	2	2,121	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	KINGS FORK RD	PRUDEN BLVD	GODWIN BLVD	EW	2	2	4,249	12,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	KINGS HWY	GODWIN BLVD	CRITTENDEN RD	EW	2	2	3,694	21,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	KINGS HWY	BENNETTS PASTURE RD	NANSEMOND PKWY	EW	2	2	3,105	17,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	LAKE PRINCE DR (RTE 604)	ROUTE 460 (PRUDEN BLVD)	ROUTE 603 (EVERETTS RD)	NS	2	2	2,233	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	MAIN ST	FAYETTE ST	WASHINGTON ST	NS	4	4	12,397	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	MAIN ST	WASHINGTON ST	MARKET ST	NS	2	2	13,612	32,000	0	0	LOW	LOW	-	2	0	SEV	LOW	-	SEV
SUF	MAIN ST	MARKET ST	CONSTANCE RD	NS	4	4	20,941	32,000	0	0	LOW	LOW	-	2	0	SEV	LOW	-	MOD
SUF	MAIN ST	CONSTANCE RD	PRUDEN BLVD/GODWIN BLVD	NS	4	4	26,329	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUF	MARKET ST	WASHINGTON ST	MAIN ST	EW	4	4	4,054	8,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	NANSEMOND PKWY	WILROY RD	BENNETTS PASTURE RD	NS	2	2	11,732	32,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
SUF	NANSEMOND PKWY	BENNETTS PASTURE RD	KINGS HWY	NS	2	2	8,692	29,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
SUF	NANSEMOND PKWY	KINGS HWY	SHOULDERS HILL RD	EW	2	2	13,178	34,000	-	-	-	-	MOD	-	-	-	-	SEV	SEV
SUF	NANSEMOND PKWY	SHOULDERS HILL RD	CHESAPEAKE CL	EW	2	4	14,323	38,000	-	-	-	-	MOD	-	-	-	-	MOD	LOW
SUF	PINNER ST	WASHINGTON ST	BANK ST	EW	2	2	5,355	13,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
SUF	PINNER ST	BANK ST	FINNEY AVE	EW	1	1	5,355	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	PINNER ST	FINNEY AVE	CONSTANCE RD	EW	2	2	9,337	16,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	PITCHKETTLE RD	CONSTANCE RD	SUFFOLK BYPASS	NS	2	2	3,980	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	PITCHKETTLE RD	SUFFOLK BYPASS	KINGS FORK RD	NS	2	2	2,718	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	PORTSMOUTH BLVD	WILROY RD	WASHINGTON ST	EW	4	4	19,371	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	PORTSMOUTH BLVD	WASHINGTON ST	SUFFOLK BYPASS	EW	4	4	23,463	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	PROVIDENCE RD (RTE 604)	KINGS FORK RD	ROUTE 460 (PRUDEN BLVD)	NS	2	2	1,333	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUF	PRUDEN BLVD	ISLE OF WIGHT CL	LAKE PRINCE DR	EW	4	4	14,987	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	PRUDEN BLVD	LAKE PRINCE DR	KINGS FORK RD	EW	4	4	18,251	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	PRUDEN BLVD	KINGS FORK RD	SUFFOLK BYPASS	EW	4	4	18,209	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	PRUDEN BLVD	SUFFOLK BYPASS	GODWIN BLVD	EW	4	4	10,587	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	PUGHSVILLE RD	SHOULDERS HILL RD	TOWN POINT RD	EW	2	2	6,017	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	PUGHSVILLE RD	TOWN POINT RD	CHESAPEAKE CL	EW	2	2	9,750	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	ROUTE 58	SOUTHAMPTON CL	RTE 189/258	EW	4	4	17,413	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	ROUTE 58	RTE 189/258	RTE 272 (S. QUAY RD)	EW	4	4	15,663	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	ROUTE 58	RTE 272	S. QUAY RD (ROUTE 189)	EW	4	4	21,401	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	ROUTE 58 (HOLLAND BYPASS)	S. QUAY RD (ROUTE 189)	BUS RTE 58 (HOLLAND RD)	EW	4	4	18,818	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	ROUTE 58 (HOLLAND RD)	BUS RTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	EW	4	4	22,120	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	ROUTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	RTE 643 (MANNING BRIDGE RD)	EW	4	4	23,276	50,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	ROUTE 58 (HOLLAND RD)	RTE. 643 (MANNING BRIDGE RD)	COVE POINT DR	EW	4	6	27,861	53,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUF	ROUTE 58 (HOLLAND RD)	COVE POINT DR	SUFFOLK BYPASS	EW	4	6	30,165	55,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUF	ROUTE 189 (IN HOLLAND)	RTE 58 (SOUTH OF HOLLAND)	BUS RTE 58 (RURITAN BLVD)	EW	2	2	883	1,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	ROUTE 189	SOUTHAMPTON CL	RTE 272	EW	2	2	1,737	7,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	ROUTE 189	RTE 272	RTE 58	EW	2	2	1,726	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	ROUTE 258	RTE 58	ISLE OF WIGHT CL	NS	2	2	2,992	8,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	ROUTE 272	ROUTE 189	ROUTE 58	EW	2	2	1,540	7,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	ROUTE 616	ROUTE 58	WHALEYVILLE BLVD	EW	2	2	374	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	ROUTE 616	WHALEYVILLE BLVD	CAROLINA RD	EW	2	2	162	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW

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Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
SUF	RURITAN BLVD (BUS RTE 58)	ISLE OF WIGHT CL	RTE 189 (HOLLAND RD BUS)	EW	2	2	2,479	9,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	SHOULDERS HILL RD	NANSEMOND PKWY	PUGHSVILLE RD	NS	2	2	6,537	19,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	SHOULDERS HILL RD	PUGHSVILLE RD	BRIDGE RD	NS	2	2	14,260	20,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
SUF	TOWN POINT RD	PUGHSVILLE RD	BRIDGE RD	NS	2	2	1,270	12,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUF	WASHINGTON ST	W CONSTANCE RD	SARATOGA ST	EW	2	2	7,314	17,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
SUF	WASHINGTON ST	SARATOGA ST	MAIN ST	EW	3	3	7,314	15,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
SUF	WASHINGTON ST	MAIN ST	PINNER ST	EW	2	2	10,490	19,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
SUF	WASHINGTON ST	PINNER ST	PORTSMOUTH BLVD	EW	2	2	11,387	31,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
SUF	WHALEYVILLE BLVD	NC STATE LINE	RTE 616 (MINERAL SPRING RD)	NS	2	2	4,614	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	WHALEYVILLE BLVD	RTE 616 (MINERAL SPRING RD)	RTE 677 (GREAT FORK RD)	NS	2	2	5,780	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	WHALEYVILLE BLVD	RTE 677 (GREAT FORK RD)	RTE 675 (CYPRESS CHAPEL RD)	NS	2	2	7,241	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	WHALEYVILLE BLVD	RTE 675 (CYPRESS CHAPEL RD)	RTE 759 (BABBTOWN RD)	NS	2	2	8,504	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	WHALEYVILLE BLVD	RTE 759 (BABBTOWN RD)	RTE 32 (CAROLINA RD)	NS	2	2	7,770	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
SUF	WILROY RD	CONSTANCE RD	SUFFOLK BYPASS	NS	2	2	7,658	14,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUF	WILROY RD	SUFFOLK BYPASS	NANSEMOND PKWY	NS	2	2	8,759	17,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
SUR	ROUTE 10	PRINCE GEORGE CL	ROUTE 40	EW	2	2	2,349	2,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUR	ROUTE 10	ROUTE 40	ROUTE 31 (SOUTH)	EW	2	2	2,446	3,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUR	ROUTES 10/31	ROUTE 31 (SOUTH)	ROUTE 31 (NORTH)	NS	2	2	4,749	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
SUR	ROUTE 10	ROUTE 31 (NORTH)	ROUTE 617	EW	2	2	5,195	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUR	ROUTE 10	ROUTE 617	ISLE OF WIGHT CL	EW	2	2	3,691	5,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUR	ROUTE 31	SUSSEX CL	ROUTE 630	NS	2	2	1,615	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUR	ROUTE 31	ROUTE 630	ROUTE 10 (SOUTH)	NS	2	2	1,562	2,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUR	ROUTE 31	ROUTE 10 (NORTH)	JAMESTOWN-SCOTLAND FERRY	NS	2	2	1,868	3,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
SUR	ROUTE 40	SUSSEX CL	ROUTE 615	NS	2	2	1,049	2,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
SUR	ROUTE 40	ROUTE 615	ROUTE 10	NS	2	2	884	2,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	21ST ST	PARKS AVE	PACIFIC AVE	EW	4	4	9,494	14,000	0	-	LOW	-	-	0	-	LOW	-	-	LOW
VB	21ST ST	PACIFIC AVE	ATLANTIC AVE	EW	3	3	3,917	9,000	0	-	LOW	-	-	0	-	LOW	-	-	LOW
VB	22ND ST	PARKS AVE	PACIFIC AVE	EW	4	4	9,023	14,000	-	0	-	MOD	-	-	8	-	SEV	-	LOW
VB	22ND ST	PACIFIC AVE	ATLANTIC AVE	EW	3	3	3,408	7,000	-	0	-	MOD	-	-	8	-	SEV	-	LOW
VB	30TH ST	LASKIN RD	PACIFIC AVE	EW	3	3	6,976	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	30TH ST	PACIFIC AVE	ATLANTIC AVE	EW	3	3	3,500	5,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	ATLANTIC AVE	83RD ST	PACIFIC AVE	NS	4	4	20,979	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	ATLANTIC AVE	PACIFIC AVE	LASKIN RD	NS	2	2	4,668	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	ATLANTIC AVE	LASKIN RD	22ND ST	NS	2	2	8,619	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	ATLANTIC AVE	22ND ST	21ST ST	NS	2	2	8,619	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	ATLANTIC AVE	21ST ST	VA BEACH BLVD	NS	2	2	8,551	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	ATLANTIC AVE	VA BEACH BLVD	5TH ST	NS	2	2	7,315	9,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	BAXTER RD	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	4	4	23,288	26,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	MOD
VB	BIRDNECK RD	GENERAL BOOTH BLVD	NORFOLK AVE	NS	4	4	15,315	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	BIRDNECK RD	NORFOLK AVE	VA BEACH BLVD	NS	4	4	20,000	31,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	BIRDNECK RD	VA BEACH BLVD	I-264	NS	4	6	28,096	43,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	BIRDNECK RD	I-264	LASKIN RD	NS	4	4	22,934	25,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	BLACKWATER RD	PUNGO FERRY RD	CHESAPEAKE CL	NS	2	2	2,681	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	BONNEY RD	INDEPENDENCE BLVD	ROSEMONT RD	EW	4	4	16,570	18,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
VB	CENTERVILLE TNPK	CHESAPEAKE CL	LYNNHAVEN PKWY	NS	2	4	13,227	23,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	CENTERVILLE TNPK	LYNNHAVEN PKWY	KEMPSVILLE RD	NS	2	4	19,993	23,000	-	-	-	-	SEV	-	-	-	-	SEV	LOW
VB	CENTERVILLE TNPK	KEMPSVILLE RD	JAKE SEARS RD	NS	2	6	19,856	42,000	-	-	-	-	SEV	-	-	-	-	SEV	SEV
VB	CENTERVILLE TNPK	JAKE SEARS RD	INDIAN RIVER RD	NS	2	6	19,856	44,000	-	-	-	-	MOD	-	-	-	-	SEV	MOD
VB	CHESAPEAKE BAY BRIDGE-TUNN	SHORE DR	TOLL PLAZA	NS	4	4	7,850	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	CHESAPEAKE BAY BRIDGE-TUNN	TOLL PLAZA	NCL VA BEACH	NS	4	4	7,850	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
VB	COLUMBUS ST	INDEPENDENCE BLVD	CONSTITUTION DR	EW	4	4	11,059	21,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
VB	CONSTITUTION DR	BONNEY RD	COLUMBUS ST	NS	4	4	3,000	10,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	CONSTITUTION DR	COLUMBUS ST	VIRGINIA BEACH BLVD	NS	4	4	7,030	19,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	DAM NECK RD	SALEM RD	VA BEACH AMPHITHEATER	EW	2	4	13,247	30,000	-	-	-	-	SEV	-	-	-	-	LOW	LOW
VB	DAM NECK RD	VA BEACH AMPHITHEATER	PRINCESS ANNE RD	EW	4	4	16,093	30,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
VB	DAM NECK RD	PRINCESS ANNE RD	ROSEMONT RD	EW	4	4	40,774	45,000	0	0	MOD	LOW	-	0	1	LOW	SEV	-	SEV
VB	DAM NECK RD	ROSEMONT RD	HOLLAND RD	EW	4	4	40,774	46,000	0	0	MOD	LOW	-	0	1	LOW	SEV	-	SEV
VB	DAM NECK RD	HOLLAND RD	DRAKESMILE RD	EW	4	6	37,919	49,000	0	0	MOD	LOW	-	0	7	LOW	SEV	-	LOW
VB	DAM NECK RD	DRAKESMILE RD	LONDON BRIDGE RD	EW	4	6	45,209	47,000	0	0	MOD	LOW	-	0	7	LOW	SEV	-	LOW
VB	DAM NECK RD	LONDON BRIDGE RD	HARPERS RD	EW	4	4	29,633	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	DAM NECK RD	HARPERS RD	GENERAL BOOTH BLVD	EW	4	4	23,230	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	DAM NECK RD	GENERAL BOOTH BLVD	UPTON DR	EW	6	6	33,224	38,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	DAM NECK RD	UPTON DR	USN TRAINING CENTER	EW	4	4	22,960	23,000	-	-	-	-	LOW	-	-	-	-	MOD	LOW
VB	DIAMOND SPRINGS RD	NEWTOWN RD	WESLEYAN RD	NS	4	4	22,566	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	DIAMOND SPRINGS RD	WESLEYAN RD	NORTHAMPTON BLVD	NS	4	4	20,840	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	DIAMOND SPRINGS RD	NORTHAMPTON BLVD	SHORE DR	NS	4	4	28,006	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	DRAKESMILE RD	DAM NECK RD	SHIPPS CORNER RD	NS	4	4	26,599	29,000	-	-	-	-	LOW	-	-	-	-	SEV	SEV
VB	ELBOW RD	CHESAPEAKE CL	INDIAN RIVER RD	EW	2	2	8,802	12,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
VB	ELBOW RD	INDIAN RIVER RD	SALEM RD	EW	2	4	11,513	25,000	-	-	-	-	SEV	-	-	-	-	SEV	MOD
VB	FERRELL PKWY	INDIAN RIVER RD	INDIAN LAKES BLVD	EW	4	6	47,535	58,000	-	-	-	-	SEV	-	-	-	-	SEV	LOW
VB	FERRELL PKWY	INDIAN LAKES BLVD	PLEASANT VALLEY RD	EW	4	6	40,870	54,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	FERRELL PKWY	PLEASANT VALLEY RD	PRINCESS ANNE RD	EW	4	4	42,393	47,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	FIRST COLONIAL RD	VA BEACH BLVD	I-264	NS	4	6	31,690	41,000	0	0	LOW	MOD	-	1	0	SEV	MOD	-	LOW
VB	FIRST COLONIAL RD	I-264	LASKIN RD	NS	4	6	38,884	56,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	MOD
VB	FIRST COLONIAL RD	LASKIN RD	OLD DONATION PKWY	NS	4	6	40,362	52,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	MOD
VB	FIRST COLONIAL RD	OLD DONATION PKWY	GREAT NECK RD	NS	4	4	19,007	24,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	LOW
VB	GENERAL BOOTH BLVD	PRINCESS ANNE RD	NIMMO PKWY	NS	4	4	39,293	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	GENERAL BOOTH BLVD	NIMMO PKWY	LONDON BRIDGE RD	NS	4	4	39,228	44,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	GENERAL BOOTH BLVD	LONDON BRIDGE RD	DAM NECK RD	NS	4	4	29,299	41,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	GENERAL BOOTH BLVD	DAM NECK RD	OCEANA BLVD/PROSPERITY RD	NS	6	8	53,939	58,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
VB	GENERAL BOOTH BLVD	OCEANA BLVD/PROSPERITY RD	BIRDNECK RD	NS	4	4	29,141	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	GENERAL BOOTH BLVD	BIRDNECK RD	HARBOUR POINT	NS	4	4	17,733	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	GREAT NECK RD	VA BEACH BLVD	OLD DONATION PKWY	NS	4	4	53,261	43,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	SEV
VB	GREAT NECK RD	OLD DONATION PKWY	FIRST COLONIAL RD	NS	4	4	37,499	41,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	GREAT NECK RD	FIRST COLONIAL RD	SHOREHAVEN RD	NS	6	6	42,646	48,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	GREAT NECK RD	SHOREHAVEN RD	SHORE DR	NS	4	4	36,858	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	HARPERS RD	DAM NECK RD	OCEANA BLVD	EW	2	2	10,441	12,000	-	-	-	-	LOW	-	-	-	-	SEV	SEV
VB	HAYGOOD RD	NEWTOWN RD	WESLEYAN DR	EW	2	2	7,632	9,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	HAYGOOD RD	WESLEYAN DR	INDEPENDENCE BLVD	EW	4	4	18,676	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	HOLLAND RD	INDEPENDENCE BLVD	SOUTH PLAZA TRAIL	NS	4	6	43,540	52,000	0	0	LOW	LOW	-	0	1	MOD	SEV	-	MOD
VB	HOLLAND RD	SOUTH PLAZA TRAIL	ROSEMONT RD	NS	4	6	39,379	51,000	0	0	LOW	LOW	-	0	1	MOD	SEV	-	LOW
VB	HOLLAND RD	ROSEMONT RD	LYNNHAVEN PKWY	NS	4	4	30,120	43,000	0	0	MOD	LOW	-	0	0	MOD	LOW	-	MOD
VB	HOLLAND RD	LYNNHAVEN PKWY	DAM NECK RD	NS	4	4	26,570	38,000	0	0	MOD	MOD	-	0	0	MOD	MOD	-	MOD
VB	HOLLAND RD	DAM NECK RD	FUTURE NIMMO PKWY	NS	2	4	14,450	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	HOLLAND RD	FUTURE NIMMO PKWY	PRINCESS ANNE RD	NS	2	2	11,990	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDEPENDENCE BLVD	INDIAN RIVER RD	SALEM RD	NS	2	2	6,497	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDEPENDENCE BLVD	SALEM RD	PRINCESS ANNE RD	NS	4	4	15,636	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDEPENDENCE BLVD	PRINCESS ANNE RD	LYNNHAVEN PKWY	NS	4	4	28,362	33,000	0	0	LOW	MOD	-	0	1	MOD	SEV	-	MOD
VB	INDEPENDENCE BLVD	LYNNHAVEN PKWY	PLAZA TRAIL	NS	4	4	30,662	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	INDEPENDENCE BLVD	PLAZA TRAIL	HOLLAND RD	NS	4	4	36,662	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NS	8	8	76,059	80,000	6	0	SEV	LOW	-	0	6	MOD	SEV	-	SEV
VB	INDEPENDENCE BLVD	BAXTER RD	I-264	NS	8	8	84,465	89,000	0	16	MOD	SEV	-	0	16	MOD	SEV	-	SEV
VB	INDEPENDENCE BLVD	I-264	BONNEY RD	NS	8	8	77,417	87,000	0	0	LOW	LOW	-	0	3	MOD	SEV	-	SEV
VB	INDEPENDENCE BLVD	BONNEY RD	COLUMBUS ST	NS	8	8	79,444	87,000	0	0	LOW	LOW	-	0	3	MOD	SEV	-	SEV
VB	INDEPENDENCE BLVD	COLUMBUS ST	VA BEACH BLVD	NS	8	8	60,368	68,000	0	0	LOW	LOW	-	0	3	MOD	SEV	-	MOD
VB	INDEPENDENCE BLVD	VA BEACH BLVD	JEANNE ST	NS	8	8	54,140	62,000	0	0	LOW	LOW	-	0	3	LOW	SEV	-	LOW
VB	INDEPENDENCE BLVD	JEANNE ST	PEMBROKE BLVD	NS	6	6	54,140	62,000	0	0	LOW	LOW	-	0	3	LOW	SEV	-	MOD
VB	INDEPENDENCE BLVD	PEMBROKE BLVD	HAYGOOD RD	NS	6	6	51,772	51,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
VB	INDEPENDENCE BLVD	HAYGOOD RD	NORTHAMPTON BLVD	NS	4	4	42,198	42,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
VB	INDEPENDENCE BLVD	NORTHAMPTON BLVD	SHORE DR	NS	4	4	24,783	24,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN LAKES BLVD	FERRELL PKWY	INDIAN RIVER RD	NS	4	4	12,208	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	INDIAN RIVER RD	CHESAPEAKE CL	MILITARY HWY	EW	6	6	31,583	40,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN RIVER RD	MILITARY HWY	PROVIDENCE RD	EW	6	6	31,412	46,000	0	1	LOW	SEV	-	0	0	LOW	MOD	-	SEV
VB	INDIAN RIVER RD	PROVIDENCE RD	I-64	EW	6	6	39,922	48,000	0	0	LOW	MOD	-	5	15	SEV	SEV	-	MOD
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EW	8	8	82,841	110,000	1	0	SEV	LOW	-	16	0	SEV	MOD	-	SEV
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EW	6	8	62,742	82,000	0	1	MOD	SEV	-	15	0	SEV	MOD	-	SEV
VB	INDIAN RIVER RD	KEMPSVILLE RD	FERRELL PKWY	EW	6	8	65,345	76,000	0	10	LOW	SEV	-	0	16	LOW	SEV	-	MOD
VB	INDIAN RIVER RD	FERRELL PKWY	INDIAN LAKES BLVD	EW	4	4	14,536	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN RIVER RD	INDIAN LAKES BLVD	LYNNHAVEN PKWY	EW	4	4	22,093	39,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	SEV
VB	INDIAN RIVER RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	2	4	12,477	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN RIVER RD	INDEPENDENCE BLVD	ELBOW RD	EW	2	4	10,032	26,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN RIVER RD	ELBOW RD	S.E. PARKWAY CORRIDOR	EW	2	2	7,939	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN RIVER RD	S.E. PARKWAY CORRIDOR	NORTH LANDING RD	EW	2	2	7,939	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN RIVER RD	NORTH LANDING RD	WEST NECK RD	EW	2	2	4,867	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INDIAN RIVER RD	WEST NECK RD	PRINCESS ANNE RD	EW	2	2	4,867	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	INTERNATIONAL PKWY	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	4	4	12,196	16,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	KEMPSVILLE RD	CHESAPEAKE CL	CENTERVILLE TNPK	EW	6	6	29,148	57,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	KEMPSVILLE RD	CENTERVILLE TNPK	INDIAN RIVER RD	EW	4	4	35,252	38,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	KEMPSVILLE RD	INDIAN RIVER RD	PROVIDENCE RD	EW	4	4	28,370	35,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EW	4	4	29,877	38,000	4	0	SEV	LOW	-	0	0	MOD	LOW	-	SEV
VB	LASKIN RD	VA BEACH BLVD	FIRST COLONIAL RD	EW	4	4	30,841	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LASKIN RD	FIRST COLONIAL RD	WINWOOD DR	EW	4	6	30,758	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LASKIN RD	WINWOOD DR	BIRDNECK RD	EW	4	6	33,018	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LASKIN RD	BIRDNECK RD	30TH ST	EW	4	6	22,904	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LASKIN RD	30TH ST	PACIFIC AVE	EW	4	4	21,289	24,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LASKIN RD/31ST ST	PACIFIC AVE	ATLANTIC AVE	EW	4	4	5,291	6,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	LONDON BRIDGE RD	GENERAL BOOTH BLVD	DAM NECK RD	NS	4	4	25,266	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LONDON BRIDGE RD	DAM NECK RD	DRAKESMILE RD	NS	2	4	11,837	10,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LONDON BRIDGE RD	SHIPPS CORNER RD/DRAKESMILE R	INTERNATIONAL PKWY	NS	4	4	35,998	42,000	-	-	-	-	SEV	-	-	-	-	SEV	SEV
VB	LONDON BRIDGE RD	INTERNATIONAL PKWY	POTTERS RD	NS	4	4	35,358	33,000	-	-	-	-	LOW	-	-	-	-	SEV	LOW
VB	LONDON BRIDGE RD	POTTERS RD	I-264	NS	6	6	34,676	40,000	0	0	MOD	MOD	-	0	12	MOD	SEV	-	MOD
VB	LONDON BRIDGE RD	I-264	VA BEACH BLVD	NS	6	6	38,865	52,000	0	0	MOD	MOD	-	0	12	MOD	SEV	-	SEV
VB	LYNNHAVEN PKWY	CHESAPEAKE CL	CENTERVILLE TNPK	EW	4	4	6,806	39,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
VB	LYNNHAVEN PKWY	CENTERVILLE TNPK	INDIAN RIVER RD	EW	0	4	DNE	37,000	-	-	-	-	-	-	-	-	-	-	SEV
VB	LYNNHAVEN PKWY	INDIAN RIVER RD	SALEM RD	EW	4	4	17,264	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	LYNNHAVEN PKWY	SALEM RD	PRINCESS ANNE RD	EW	4	4	20,225	37,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	LYNNHAVEN PKWY	PRINCESS ANNE RD	INDEPENDENCE BLVD	EW	4	6	24,738	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	LYNNHAVEN PKWY	INDEPENDENCE BLVD	ROSEMONT RD	EW	4	6	42,183	54,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	LYNNHAVEN PKWY	ROSEMONT RD	HOLLAND RD	EW	4	6	26,355	49,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	LYNNHAVEN PKWY	HOLLAND RD	S LYNNHAVEN RD	EW	6	6	33,585	52,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
VB	LYNNHAVEN PKWY	S LYNNHAVEN RD	INTERNATIONAL PKWY	NS	6	6	26,327	45,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
VB	LYNNHAVEN PKWY	INTERNATIONAL PKWY	POTTERS RD	NS	6	6	44,549	52,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
VB	LYNNHAVEN PKWY	POTTERS RD	I-264	NS	6	6	45,311	76,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
VB	LYNNHAVEN PKWY	I-264	VA BEACH BLVD	NS	4	4	20,757	23,000	0	0	MOD	LOW	-	0	0	MOD	LOW	-	MOD
VB	MILITARY HWY	CHESAPEAKE CL	PROVIDENCE RD	NS	6	6	29,988	47,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
VB	MILITARY HWY	PROVIDENCE RD	INDIAN RIVER RD	NS	6	6	27,097	39,000	0	0	MOD	LOW	-	7	0	SEV	LOW	-	LOW
VB	MILITARY HWY	INDIAN RIVER RD	NORFOLK CL	NS	8	8	50,857	54,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
VB	NEWTOWN RD	NORFOLK CL	BAKER RD	NS	4	6	41,115	49,000	0	0	LOW	MOD	-	0	5	LOW	SEV	-	LOW
VB	NEWTOWN RD	BAKER RD	DIAMOND SPRINGS RD	NS	4	4	25,703	37,000	0	0	LOW	MOD	-	0	5	LOW	SEV	-	MOD
VB	NEWTOWN RD	DIAMOND SPRINGS RD	HAYGOOD RD	EW	2	2	7,632	9,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	NIMMO PKWY	NORTH LANDING RD	WEST NECK RD	EW	0	2	DNE	11,000	-	-	-	-	-	-	-	-	-	-	LOW
VB	NIMMO PKWY	WEST NECK RD	PRINCESS ANNE RD	EW	4	4	9,000	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	NIMMO PKWY	PRINCESS ANNE RD	HOLLAND RD	EW	4	4	6,663	26,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	NIMMO PKWY	HOLLAND RD	GENERAL BOOTH BLVD	EW	0	4	DNE	20,000	-	-	-	-	-	-	-	-	-	-	LOW
VB	NIMMO PKWY	GENERAL BOOTH BLVD	UPTON DR	EW	4	4	18,552	26,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	NORFOLK AVE	BIRDNECK RD	PACIFIC AVE	EW	2	2	9,568	10,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
VB	NORFOLK AVE	PACIFIC AVE	ATLANTIC AVE	EW	4	4	3,523	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD	EW	8	8	63,659	71,000	7	6	SEV	SEV	-	0	9	MOD	SEV	-	LOW
VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	6	6	38,284	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	NORTHAMPTON BLVD	INDEPENDENCE BLVD	SHORE DR	EW	6	6	25,318	34,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	NORTH LANDING RD	CHESAPEAKE CL	INDIAN RIVER RD	EW	2	2	11,018	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	NORTH LANDING RD	INDIAN RIVER RD	SALEM RD	EW	2	2	8,233	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	NORTH LANDING RD	SALEM RD	WEST NECK RD	EW	2	2	8,233	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	NORTH LANDING RD	WEST NECK RD	PRINCESS ANNE RD	EW	2	2	8,769	6,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	OCEANA BLVD	GENERAL BOOTH BLVD	HARPERS RD	NS	4	4	31,806	36,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	LOW
VB	OCEANA BLVD	HARPERS RD	TOMCAT BLVD (NAS MAIN ENT)	NS	4	4	31,806	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	OCEANA BLVD/FIRST COLONIA	TOMCAT BLVD (NAS MAIN ENT)	VA BEACH BLVD	NS	4	4	35,817	37,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PACIFIC AVE	ATLANTIC AVE	LASKIN RD	NS	4	4	24,610	28,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	PACIFIC AVE	LASKIN RD	22ND ST	NS	4	4	14,733	22,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PACIFIC AVE	22ND ST	21ST ST	NS	4	4	20,089	22,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	LOW
VB	PACIFIC AVE	21ST ST	VA BEACH BLVD	NS	4	4	14,504	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	PACIFIC AVE	VA BEACH BLVD	NORFOLK AVE	NS	4	4	12,746	17,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	PACIFIC AVE	NORFOLK AVE	HARBOUR POINT	NS	4	4	15,153	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	PEMBROKE BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	4	4	10,064	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PLAZA TRAIL, S.	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	4	4	17,013	27,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	PLAZA TRAIL, S.	INDEPENDENCE BLVD	HOLLAND RD	NS	4	4	14,309	26,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
VB	PLAZA TRAIL, S.	HOLLAND RD	MARINA LAKE RD	NS	4	4	10,341	13,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	PLAZA TRAIL, S.	MARINA LAKE RD	ROSEMONT RD	NS	2	2	10,341	13,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
VB	PLAZA TRAIL, S.	ROSEMONT RD	I-264	NS	2	2	9,340	13,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
VB	PLAZA TRAIL, S.	I-264	VA BEACH BLVD	NS	4	4	9,340	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	PRINCESS ANNE RD	NEWTOWN RD/NORFOLK CL	KEMPSVILLE RD	EW	4	4	26,528	34,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
VB	PRINCESS ANNE RD	KEMPSVILLE RD	BAXTER RD	EW	4	4	26,842	33,000	0	0	LOW	MOD	-	0	6	LOW	SEV	-	SEV
VB	PRINCESS ANNE RD	BAXTER RD	PROVIDENCE RD	EW	4	4	31,136	32,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
VB	PRINCESS ANNE RD	PROVIDENCE RD	FERRELL PKWY	EW	4	4	42,483	44,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	PRINCESS ANNE RD	FERRELL PKWY	LYNNHAVEN PKWY	EW	8	8	61,410	67,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PRINCESS ANNE RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	8	8	45,024	52,000	0	0	MOD	MOD	-	0	0	LOW	LOW	-	LOW
VB	PRINCESS ANNE RD	INDEPENDENCE BLVD	DAM NECK RD	EW	8	8	46,495	55,000	0	0	MOD	MOD	-	0	0	LOW	LOW	-	LOW
VB	PRINCESS ANNE RD	DAM NECK RD	S.E. PARKWAY CORRIDOR	EW	4	4	26,488	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PRINCESS ANNE RD	S.E. PARKWAY CORRIDOR	NIMMO PKWY	EW	4	4	26,488	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PRINCESS ANNE RD	NIMMO PKWY	NORTH LANDING RD	EW	2	2	9,818	8,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
VB	PRINCESS ANNE RD	NORTH LANDING RD	HOLLAND RD	EW	2	2	21,926	12,000	0	0	LOW	MOD	-	2	0	SEV	MOD	-	MOD
VB	PRINCESS ANNE RD	HOLLAND RD	SEABOARD RD	EW	2	2	21,926	12,000	0	0	LOW	MOD	-	2	0	SEV	MOD	-	LOW
VB	PRINCESS ANNE RD	SEABOARD RD	GENERAL BOOTH BLVD	EW	2	2	21,926	10,000	0	0	LOW	MOD	-	2	0	SEV	MOD	-	LOW
VB	PRINCESS ANNE RD	GENERAL BOOTH BLVD	SANDBRIDGE RD/UPTON DR	NS	2	4	17,817	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PRINCESS ANNE RD	SANDBRIDGE RD/UPTON DR	SEABOARD RD	NS	2	2	12,064	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	PRINCESS ANNE RD	SEABOARD RD	INDIAN RIVER RD	NS	2	2	12,996	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
VB	PRINCESS ANNE RD	INDIAN RIVER RD	PUNGO FERRY RD	NS	2	2	7,636	12,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	PRINCESS ANNE RD	PUNGO FERRY RD	NORTH CAROLINA STATE LINE	NS	2	2	3,359	4,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	PROVIDENCE RD	CHESAPEAKE CL	MILITARY HWY	EW	4	4	12,850	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	PROVIDENCE RD	MILITARY HWY	INDIAN RIVER RD	EW	4	4	15,065	24,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	PROVIDENCE RD	INDIAN RIVER RD	KEMPSVILLE RD	EW	4	4	20,829	34,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
VB	PROVIDENCE RD	KEMPSVILLE RD	PRINCESS ANNE RD	EW	2	4	15,522	31,000	-	-	-	-	MOD	-	-	-	-	SEV	MOD
VB	PUNGO FERRY RD	BLACKWATER RD	PRINCESS ANNE RD	EW	2	2	3,559	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	ROSEMONT RD	DAM NECK RD	BUCKNER BLVD	NS	2	2	13,335	19,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
VB	ROSEMONT RD	BUCKNER BLVD	LYNNHAVEN PKWY	NS	2	2	15,911	22,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
VB	ROSEMONT RD	LYNNHAVEN PKWY	HOLLAND RD	NS	4	4	20,034	29,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	ROSEMONT RD	HOLLAND RD	PLAZA TRAIL	NS	4	6	31,449	47,000	0	0	MOD	LOW	-	0	0	MOD	MOD	-	MOD
VB	ROSEMONT RD	PLAZA TRAIL	I-264	NS	4	6	33,772	53,000	0	0	MOD	LOW	-	0	0	MOD	MOD	-	MOD
VB	ROSEMONT RD	I-264	VA BEACH BLVD	NS	4	6	35,579	53,000	0	0	MOD	LOW	-	0	0	LOW	LOW	-	MOD
VB	SALEM RD	NORTH LANDING RD	ELBOW RD	NS	2	2	4,914	4,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	SALEM RD	ELBOW RD	INDEPENDENCE BLVD	NS	2	2	11,810	19,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
VB	SALEM RD	INDEPENDENCE BLVD	LYNNHAVEN PKWY	NS	4	4	11,810	26,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
VB	SALEM RD	LYNNHAVEN PKWY	PRINCESS ANNE RD	NS	6	6	15,432	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	SANDBRIDGE RD	PRINCESS ANNE RD	ATWOODTOWN RD	EW	2	2	13,040	14,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	SANDBRIDGE RD	ATWOODTOWN RD	SANDPIPER DR	EW	2	2	7,284	11,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
VB	SEABOARD RD	PRINCESS ANNE RD (AT PA ELEME	PRINCESS ANNE RD (AT PUNGO F	NS	2	2	3,157	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	SEABOARD RD EXTENDED	NIMMO PKWY	PRINCESS ANNE RD (AT PA ELEME	NS	0	2	DNE	5,000	-	-	-	-	-	-	-	-	-	-	LOW
VB	SHORE DRIVE	NORFOLK CL	DIAMOND SPRINGS RD	EW	4	4	34,182	40,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	MOD
VB	SHORE DRIVE	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	4	4	27,955	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	SHORE DRIVE	INDEPENDENCE BLVD	PLEASURE HOUSE RD	EW	4	4	19,464	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	SHORE DRIVE	PLEASURE HOUSE RD	NORTHAMPTON BLVD	EW	4	6	21,867	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	SHORE DRIVE	NORTHAMPTON BLVD	GREAT NECK RD	EW	4	6	38,248	51,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	SHORE DRIVE	GREAT NECK RD	ATLANTIC AVE	EW	4	4	16,494	19,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	UPTON DR	NIMMO PKWY	PRINCESS ANNE RD	NS	4	4	19,670	26,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
VB	VA BEACH BLVD	NEWTOWN RD/NORFOLK CL	WITCHDUCK RD	EW	8	8	33,723	53,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	VA BEACH BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	8	8	35,984	58,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	MOD
VB	VA BEACH BLVD	INDEPENDENCE BLVD	CONSTITUTION DR	EW	8	8	44,437	60,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	VA BEACH BLVD	CONSTITUTION DR	ROSEMONT RD	EW	8	8	44,518	67,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	VA BEACH BLVD	ROSEMONT RD	S. PLAZA TRAIL/LITTLE NECK RD	EW	8	8	51,977	68,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	LOW
VB	VA BEACH BLVD	S. PLAZA TRAIL/LITTLE NECK RD	LYNNHAVEN PKWY	EW	8	8	37,006	54,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	LOW
VB	VA BEACH BLVD	LYNNHAVEN PKWY	GREAT NECK RD	EW	8	8	40,629	40,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	LOW
VB	VA BEACH BLVD	GREAT NECK RD	LASKIN RD	EW	8	8	33,257	49,000	0	0	LOW	MOD	-	0	0	LOW	MOD	-	LOW
VB	VA BEACH BLVD	LASKIN RD	FIRST COLONIAL RD	EW	4	4	29,503	33,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	MOD
VB	VA BEACH BLVD	FIRST COLONIAL RD	N OCEANA BLVD	EW	4	4	16,681	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	VA BEACH BLVD	N OCEANA BLVD	BIRDNECK RD	EW	4	4	12,707	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
VB	VA BEACH BLVD	BIRDNECK RD	PACIFIC AVE	EW	4	4	10,452	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
VB	VA BEACH BLVD	PACIFIC AVE	ATLANTIC AVE	EW	4	4	10,452	8,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	WESLEYAN DR	NORFOLK CL	BAKER RD	EW	4	4	17,182	34,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
VB	WESLEYAN DR	BAKER RD	DIAMOND SPRINGS RD	EW	4	4	13,329	22,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	WESLEYAN DR	DIAMOND SPRINGS RD	HAYGOOD DR	EW	4	4	18,225	28,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	AM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON INRIX DATA SB/WB	PM PEAK PERIOD (2013 EXISTING) CONGESTION LEVEL BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
VB	WEST NECK PKWY	DAM NECK RD	NIMMO PKWY	NS	0	4	DNE	14,000	-	-	-	-	-	-	-	-	-	-	-	LOW
VB	WEST NECK PKWY	NIMMO PKWY	NORTH LANDING RD	NS	0	4	DNE	4,000	-	-	-	-	-	-	-	-	-	-	-	LOW
VB	WEST NECK RD	NIMMO PKWY	NORTH LANDING RD	NS	4	4	9,000	6,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
VB	WEST NECK RD	NORTH LANDING RD	INDIAN RIVER RD	NS	2	2	3,404	9,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
VB	WITCHDUCK RD	PRINCESS ANNE RD	I-264	NS	4	6	28,855	43,000	3	0	SEV	MOD	-	3	12	SEV	SEV	-	LOW
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NS	4	6	46,786	64,000	5	4	SEV	SEV	-	13	4	SEV	SEV	-	SEV
VB	WITCHDUCK RD	VA BEACH BLVD	PEMBROKE BLVD	NS	4	4	16,916	21,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	BOUNDARY ST	JAMESTOWN RD	FRANCIS ST	NS	2	2	9,746	17,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
WMB	BYPASS RD	RICHMOND RD	YORK CL	EW	4	4	24,178	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	BYPASS RD	ROUTE 132/YORK CL	PAGE ST	EW	4	4	15,105	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	CAPITOL LANDING RD	BYPASS RD	MERRIMAC TRAIL	NS	4	4	6,980	11,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
WMB	COLONIAL NATL HIST PKWY	JAMES CITY CL/RTE 199	YORK CL	EW	2	2	3,000	15,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
WMB	FRANCIS ST	BOUNDARY ST	HENRY ST	EW	2	2	7,303	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
WMB	HENRY ST S.	ROUTE 199	FRANCIS ST	NS	2	2	3,145	7,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	HENRY ST	FRANCIS ST	LAFAYETTE ST	NS	2	2	4,926	9,000	0	0	LOW	LOW	-	0	0	LOW	MOD	-	MOD
WMB	HENRY ST N.	LAFAYETTE ST	RTE 132Y	NS	2	2	5,882	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
WMB	IRONBOUND RD	JAMES CITY CL	DEPUE DR	EW	4	4	10,534	12,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
WMB	IRONBOUND RD	DEPUE DR	LONGHILL RD	EW	2	2	9,806	14,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
WMB	IRONBOUND RD	LONGHILL RD	RICHMOND RD	EW	4	4	14,493	19,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
WMB	JAMESTOWN RD	JAMES CITY CL	RTE 199	EW	4	4	16,829	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	JAMESTOWN RD	RTE 199	JOHN TYLER LN	EW	4	4	9,134	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	JAMESTOWN RD	JOHN TYLER LN	COLLEGE CREEK	EW	4	4	10,161	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	JAMESTOWN RD	COLLEGE CREEK	BOUNDARY ST	EW	2	2	10,161	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
WMB	LAFAYETTE ST	RICHMOND RD	HENRY ST	EW	2	2	9,821	18,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
WMB	LAFAYETTE ST	HENRY ST	CAPITOL LANDING RD	EW	2	2	10,046	16,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
WMB	LAFAYETTE ST	CAPITOL LANDING RD	PAGE ST	EW	2	2	8,160	13,000	-	-	-	-	MOD	-	-	-	-	MOD	MOD
WMB	MERRIMAC TRAIL	YORK CL (SOUTH)	CAPITOL LANDING RD	NS	2	2	7,273	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	MERRIMAC TRAIL	CAPITOL LANDING RD	YORK CL (NORTH)	NS	4	4	9,341	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	MONTICELLO AVE	IRONBOUND RD	RICHMOND RD	EW	2	2	15,269	26,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
WMB	PAGE ST	BYPASS RD	SECOND ST	NS	4	4	14,186	32,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
WMB	PAGE ST	SECOND ST	YORK ST	NS	4	4	14,062	35,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
WMB	QUARTERPATH RD	ROUTE 199	YORK ST	NS	2	2	1,169	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
WMB	RICHMOND RD	JAMES CITY CL	IRONBOUND RD	NS	4	4	23,783	33,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
WMB	RICHMOND RD	IRONBOUND RD	BYPASS RD	NS	4	4	27,656	45,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
WMB	RICHMOND RD	BYPASS RD	MONTICELLO AVE	NS	4	4	20,187	28,000	-	-	-	-	LOW	-	-	-	-	MOD	MOD
WMB	RICHMOND RD	MONTICELLO AVE	BROOKS ST	NS	2	2	10,623	19,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
WMB	RICHMOND RD	BROOKS ST	BOUNDARY ST	NS	2	2	10,623	21,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
WMB	ROUTE 132	ROUTE 132Y	BYPASS RD/YORK CL	NS	4	4	8,670	16,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
WMB	ROUTE 132Y	ROUTE 132	COLONIAL PKWY	EW	4	4	5,700	13,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
WMB	ROUTE 199	JAMES CITY CL (WEST)	JAMESTOWN RD	EW	4	4	35,623	49,000	0	0	MOD	MOD	-	12	0	SEV	MOD	-	SEV
WMB	ROUTE 199	JAMESTOWN RD	JAMES CITY CL (EAST)	EW	4	4	37,165	49,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
WMB	SECOND ST	PAGE ST	YORK CL	EW	4	4	14,031	24,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
WMB	TREYBURN DR	MONTICELLO AVE	IRONBOUND RD	NS	2	2	3,000	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
WMB	YORK ST	PAGE ST	JAMES CITY CL	EW	2	2	12,201	20,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
YC	BALLARD ST	COLONIAL PKWY	COOK RD	EW	2	2	5,473	14,000	-	-	-	-	LOW	-	-	-	-	MOD	SEV
YC	BALLARD ST	COOK RD	COAST GUARD TRAINING CENTE	EW	2	2	2,900	10,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
YC	BIG BETHEL RD	HAMPTON CL	HAMPTON HWY (RTE 134)	NS	2	2	11,852	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	BIG BETHEL RD	HAMPTON HWY (RTE 134)	VICTORY BLVD (RTE 171)	NS	2	2	5,211	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	BYPASS RD	WILLIAMSBURG CL	WALLER MILL RD	EW	4	4	24,178	43,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	BYPASS RD	WALLER MILL RD	ROUTE 132/WILLIAMSBURG CL	EW	4	4	24,178	43,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW

See page D-32 for Legend

Appendix D – CMP Roadway Segment Congestion Data – Arterials

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	NUMBER OF LANES 2014	NUMBER OF LANES 2034	WEEKDAY VOLUMES EXISTING	WEEKDAY VOLUMES 2034	AM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	AM SB/WB	AM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	AM SB/WB	AM BASED ON HCM METHOD	PM PEAK PERIOD (2013 EXISTING) # OF SEVERELY CONGESTED 15-MIN. INTERVALS (BASED ON INRIX DATA) NB/EB	PM SB/WB	PM CONGESTION LEVEL BASED ON INRIX DATA NB/EB	PM SB/WB	PM BASED ON HCM METHOD	2034 PM PEAK HOUR LOS
YC	COLONIAL NATL HIST PKWY	WILLIAMSBURG CL	BALLARD ST	EW	2	2	6,000	16,000	-	-	-	-	MOD	-	-	-	-	MOD	SEV
YC	COOK RD	GEORGE WASHINGTON HWY	GOOSLEY RD	NS	2	2	6,256	18,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
YC	COOK RD	GOOSLEY RD	BALLARD ST	NS	2	2	7,330	19,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
YC	DENBIGH BLVD	NEWPORT NEWS CL	ROUTE 17	EW	2	2	15,873	18,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	EAST YORKTOWN RD	VICTORY BLVD	POQUOSON CL	EW	2	2	5,787	11,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
YC	FORT EUSTIS BLVD	NEWPORT NEWS CL	ROUTE 17	EW	4	4	18,429	37,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	FORT EUSTIS BLVD EXT	ROUTE 17	OLD YORK - HAMPTON HWY	EW	4	4	3,322	20,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
YC	GEORGE WASHINGTON HWY	NEWPORT NEWS CL	VICTORY BLVD (RTE 171)	NS	4	4	35,050	49,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
YC	GEORGE WASHINGTON HWY	VICTORY BLVD (RTE 171)	HAMPTON HWY (RTE 134)	NS	4	4	38,592	52,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	SEV
YC	GEORGE WASHINGTON HWY	HAMPTON HWY (RTE 134)	DARE RD	NS	4	6	52,869	87,000	0	0	MOD	MOD	-	7	0	SEV	MOD	-	SEV
YC	GEORGE WASHINGTON HWY	DARE RD	DENBIGH BLVD (RTE 173)	NS	4	6	37,878	71,000	0	0	MOD	MOD	-	7	0	SEV	MOD	-	MOD
YC	GEORGE WASHINGTON HWY	DENBIGH BLVD (RTE 173)	FORT EUSTIS BLVD (RTE 105)	NS	4	4	36,726	55,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	GEORGE WASHINGTON HWY	FORT EUSTIS BLVD (RTE 105)	COOK RD	NS	4	4	34,284	61,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	GEORGE WASHINGTON HWY	COOK RD	GOOSLEY RD (RTE 238)	NS	4	4	35,113	61,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	GEORGE WASHINGTON HWY	GOOSLEY RD (RTE 238)	GLOUCESTER CL (COLEMAN BRID	NS	4	4	34,432	59,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	GOODWIN NECK RD	ROUTE 17	WOLF TRAP RD	EW	2	2	9,576	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	GOOSLEY RD	OLD WILLIAMSBURG RD	CRAWFORD RD	EW	2	2	6,436	8,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
YC	GOOSLEY RD	CRAWFORD RD	ROUTE 17	EW	2	2	6,436	12,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
YC	GOOSLEY RD	ROUTE 17	COOK RD	EW	2	2	1,530	7,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
YC	HAMPTON HWY	ROUTE 17	VICTORY BLVD (RTE 171)	NS	4	4	18,435	43,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	HAMPTON HWY	VICTORY BLVD (RTE 171)	BIG BETHEL RD (RTE 600)	NS	4	4	25,607	42,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	HAMPTON HWY	BIG BETHEL RD (RTE 600)	NCL HAMPTON	NS	4	4	26,040	36,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	MERRIMAC TRAIL	JAMES CITY CL	BUSCH GARDENS INTERCHANGE	NS	4	4	10,828	30,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	MERRIMAC TRAIL	BUSCH GARDENS INTERCHANGE	ROUTE 199/JAMES CITY CL	NS	4	4	18,641	39,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	MERRIMAC TRAIL	PENNIMAN RD/JAMES CITY CL	SECOND ST	NS	4	4	16,342	23,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	MERRIMAC TRAIL	SECOND ST	SCL WILLIAMSBURG	NS	2	2	8,001	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	MERRIMAC TRAIL	NCL WILLIAMSBURG	ROUTE 132	NS	4	4	9,168	15,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	ROUTE 143	ROUTE 132	I-64	NS	4	4	18,870	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	MOORETOWN RD	WALLER MILL RD	AIRPORT RD	NS	2	2	5,885	12,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
YC	MOORETOWN RD	AIRPORT RD	OLD MOORETOWN RD	NS	2	2	9,024	15,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
YC	MOORETOWN RD	OLD MOORETOWN RD	ROUTE 199	NS	4	4	20,000	25,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
YC	NEWMAN RD	I-64	FENTON MILL RD	EW	2	2	2,955	14,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
YC	OLD WILLIAMSBURG RD	NECL NEWPORT NEWS	BAPTIST RD/MAIN RD	EW	2	2	9,749	15,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
YC	OLD WILLIAMSBURG RD	BAPTIST RD/MAIN RD	GOOSLEY RD	EW	2	2	9,179	14,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
YC	PENNIMAN RD (RTE 641)	ROUTE 199	COLONIAL PKWY	EW	2	2	6,009	11,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
YC	POCAHONTAS TRAIL	JCC LINE @ RTE 199	KINGSMILL RD	EW	4	4	8,600	43,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	POCAHONTAS TRAIL	KINGSMILL RD	BUSCH GARDENS INTERCHANGE	EW	4	4	12,000	43,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	JAMES CITY CL	EW	2	2	11,143	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	RICHNECK RD	NEWPORT NEWS CL	FORT EUSTIS BLVD	NS	2	2	1,104	12,000	-	-	-	-	LOW	-	-	-	-	LOW	SEV
YC	ROUTE 132	BYPASS RD/WILLIAMSBURG CL	ROUTE 143	NS	2	2	10,165	13,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	MOD
YC	ROUTE 199	RTE 60/RTE 143/JCC LINE	I-64	EW	4	4	30,661	60,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	ROUTE 199	I-64	MARQUIS PKWY	EW	4	4	18,133	31,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
YC	ROUTE 199	MARQUIS PKWY	RTE 641 (PENNIMAN RD)	EW	4	4	9,055	23,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW
YC	SECOND ST	WILLIAMSBURG CL	MERRIMAC TRAIL	EW	4	4	14,031	24,000	-	-	-	-	LOW	-	-	-	-	LOW	MOD
YC	VICTORY BLVD	NEWPORT NEWS CL	ROUTE 17	EW	6	6	48,289	65,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
YC	VICTORY BLVD	ROUTE 17	HAMPTON HWY (RTE 134)	EW	4	4	29,985	41,000	0	0	LOW	LOW	-	0	0	MOD	MOD	-	SEV
YC	VICTORY BLVD	HAMPTON HWY (RTE 134)	BIG BETHEL RD (RTE 600)	EW	2	2	19,649	26,000	0	0	LOW	LOW	-	0	0	MOD	LOW	-	SEV
YC	VICTORY BLVD	BIG BETHEL RD (RTE 600)	CARYS CHAPEL RD (RTE 782)	EW	2	2	20,022	27,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	SEV
YC	VICTORY BLVD	CARYS CHAPEL RD (RTE 782)	POQUOSON CL	EW	2	2	12,962	14,000	0	0	LOW	LOW	-	0	0	LOW	LOW	-	LOW
YC	WALLER MILL RD	ROUTE 60	MOORETOWN RD	NS	4	4	4,310	18,000	-	-	-	-	LOW	-	-	-	-	LOW	LOW

See page D-32 for Legend

Data source: HRTPO analysis of HRTPO, INRIX, and VDOT data. INRIX data reflects the weekday average (Tuesdays – Thursdays) for the entire year of 2013.

LEGEND

# of SEVERELY CONGESTED 15-MINUTE INTERVALS – This column shows the average number of 15-minute intervals that the roadway segment operates under severely congested conditions during each peak period. A maximum of 16 15-minute intervals can be severely congested during each peak period. This is described further on page 41.

CONGESTION LEVEL – This column shows the roadway segment's existing congestion level during each peak period. Roadways with INRIX data have congestion levels analyzed by direction, while those roadways without INRIX data have congestion levels analyzed bidirectionally using Highway Capacity Manual (HCM) methods. A congestion level of "LOW" represents low congestion, a level of "MOD" represents moderate congestion, and a level of "SEV" represents severely congested conditions. This is described further starting on page 27.

2034 PM PEAK HOUR LOS – This column shows the roadway segment's projected PM Peak congestion level in the year 2034 using the same congestion level descriptions as the existing congestion analysis.

Appendix E – CMP Roadway Segment Scores – Freeways

| JURIS | FACILITY NAME | SEGMENT FROM | SEGMENT TO | DIR | WITH INRIX SPEED DATA | | |

Appendix E – CMP Roadway Segment Scores – Freeways

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Freeways

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																					SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD											AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
SUF	I-664	BRIDGE RD	WESTERN FWY	EW	0	0	0	0	4	2	0	12	18	10	3	6	2	4	2	0	12	39	**39**	0	0	0	0	4	2	2	12	20	0	0	0	0	4	2	2	12	20	**20**
SUF	I-664	WESTERN FWY	COLLEGE DR	EW	0	0	0	0	6	0	0	12	18	0	0	2	0	6	0	0	12	20	**20**	0	0	2	0	6	0	0	12	20	0	0	0	0	6	0	0	12	18	**20**
SUF	I-664/MMMBT	COLLEGE DR	NEWPORT NEWS CL	EW	0	0	0	0	6	2	8	12	28	0	0	0	0	6	2	8	12	28	**28**	0	0	0	0	6	2	12	12	32	0	0	0	0	6	2	12	12	32	**32**
NN	I-664/MMMBT	SUFFOLK CL	TERMINAL AVE	EW	0	0	0	0	6	4	8	12	30	0	0	0	0	6	4	8	12	30	**30**	0	0	0	0	6	4	12	12	34	0	0	0	0	6	4	12	12	34	**34**
NN	I-664	TERMINAL AVE	23RD ST	EW	0	0	0	0	4	0	0	12	16	28	9	12	10	4	0	0	12	75	**75**	0	0	0	0	6	0	0	12	18	0	0	0	0	6	0	0	12	18	**18**
NN	I-664	23RD ST	CHESTNUT AVE	EW	0	0	0	0	6	0	8	12	26	28	9	12	10	6	0	8	12	85	**85**	0	0	0	0	6	0	0	12	18	0	0	0	0	6	0	0	12	18	**18**
NN	I-664	CHESTNUT AVE	HAMPTON CL	EW	0	0	0	0	6	0	0	12	18	0	0	2	0	6	0	0	12	20	**20**	0	0	0	0	6	0	0	12	18	0	0	0	0	6	0	0	12	18	**18**
HAM	I-664	NEWPORT NEWS CL	ABERDEEN RD	EW	0	0	0	0	6	0	0	12	18	0	0	2	0	6	0	0	12	20	**20**	0	0	0	0	6	0	0	12	18	0	0	0	0	6	0	0	12	18	**18**
HAM	I-664	ABERDEEN RD	POWER PLANT PKWY	EW	0	0	0	0	6	0	0	12	18	0	0	0	0	6	0	0	12	18	**18**	0	0	0	0	6	0	0	12	18	0	0	0	0	6	0	0	12	18	**18**
HAM	I-664	POWER PLANT PKWY	I-64	EW	0	0	0	0	6	0	0	12	18	0	0	0	0	6	0	0	12	18	**18**	0	0	0	0	6	0	4	12	22	0	0	2	0	6	0	4	12	24	**24**
PORT	M L K FREEWAY	HIGH ST	LONDON BLVD	NS	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**
PORT	M L K FREEWAY	LONDON BLVD	WESTERN FREEWAY/MIDTOWN TUNNEL	NS	10	3	2	0	0	2	8	25	0	0	0	0	0	0	2	8	10	**25**	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	8	8	**8**
CHES	ROUTE 13/58/460	SUFFOLK CL	I-664	EW	0	0	0	0	6	6	0	12	24	0	0	0	0	6	6	0	12	24	**24**	0	0	0	0	6	6	0	12	24	0	0	0	0	6	6	0	12	24	**24**
SUF	ROUTE 13/58/460	SUFFOLK BYPASS	CHESAPEAKE CL	EW	0	0	0	0	6	6	0	12	24	0	0	0	0	6	6	0	12	24	**24**	0	0	0	0	6	6	0	12	24	0	0	0	0	6	6	0	12	24	**24**
YC	ROUTE 199	I-64	MOORETOWN RD	EW	0	0	0	0	0	0	4	8	12	0	0	0	0	0	0	4	8	12	**12**	0	0	0	0	0	0	4	8	12	0	0	0	0	0	0	4	8	12	**12**
YC	ROUTE 199	MOORETOWN RD	JCC LINE (WESTSIDE)	EW	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**
JCC	ROUTE 199	YORK CL	RICHMOND RD (RTE 60)	EW	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**
JCC	ROUTE 199	RICHMOND RD (RTE 60)	LONGHILL RD (RTE 612)	EW	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	8	8	**8**	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**
JCC	ROUTE 199	LONGHILL RD (RTE 612)	MONTICELLO AVE (RTE 321)	EW	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	8	8	**8**	0	0	0	0	0	0	4	8	12	0	0	0	0	0	0	4	8	12	**12**
JCC	ROUTE 199	MONTICELLO AVE (RTE 321)	JOHN TYLER HWY (RTE 5)	EW	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**
SUF	SOUTHWEST SUFFOLK BYPASS	HOLLAND RD	CAROLINA RD	NS	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**
SUF	SUFFOLK BYPASS	HOLLAND RD	PITCHKETTLE RD	EW	0	0	0	0	6	2	0	12	20	0	0	0	0	6	2	0	12	20	**20**	0	0	0	0	6	2	0	12	20	0	0	0	0	6	2	0	12	20	**20**
SUF	SUFFOLK BYPASS	PITCHKETTLE RD	PRUDEN BLVD	EW	0	0	0	0	4	2	0	12	18	0	0	0	0	4	2	0	12	18	**18**	0	0	0	0	4	2	0	12	18	0	0	0	0	4	2	0	12	18	**18**
SUF	SUFFOLK BYPASS	PRUDEN BLVD	GODWIN BLVD	EW	0	0	0	0	4	6	0	12	22	0	0	0	0	4	6	0	12	22	**22**	0	0	0	0	6	6	0	12	24	0	0	0	0	6	6	0	12	24	**24**
SUF	SUFFOLK BYPASS	GODWIN BLVD	WILROY RD	EW	0	0	0	0	6	6	0	12	24	0	0	0	0	6	6	0	12	24	**24**	0	0	0	0	6	6	0	12	24	0	0	0	0	6	6	0	12	24	**24**
SUF	SUFFOLK BYPASS	WILROY RD	ROUTES 13/58/460	EW	0	0	0	0	6	2	0	12	20	0	0	0	0	6	2	0	12	20	**20**	0	0	0	0	6	2	0	12	20	0	0	0	0	6	2	0	12	20	**20**
SUF	WESTERN FWY	BRIDGE RD	I-664	EW	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**	0	0	0	0	0	0	2	8	10	0	0	0	0	0	0	2	8	10	**10**
SUF	WESTERN FWY	I-664	COLLEGE DR	EW	0	0	0	0	2	0	0	12	14	0	0	0	0	2	0	0	12	14	**14**	0	0	0	0	2	0	0	12	14	0	0	0	0	2	0	0	12	14	**14**
SUF	WESTERN FWY	COLLEGE DR	PORTSMOUTH CL	EW	0	0	0	0	2	2	0	12	16	0	0	0	0	2	2	0	12	16	**16**	0	0	0	0	2	2	0	12	16	0	0	0	0	2	2	0	12	16	**16**
PORT	WESTERN FWY	SUFFOLK CL	TOWNE POINT RD	EW	0	0	0	0	2	4	0	12	18	0	0	0	0	2	4	0	12	18	**18**	0	0	0	0	2	4	0	12	18	0	0	0	0	2	4	0	12	18	**18**
PORT	WESTERN FWY	TOWNE POINT RD	CEDAR LN	EW	0	0	0	0	2	2	0	12	16	0	0	0	0	2	2	0	12	16	**16**	0	0	0	0	2	2	0	12	16	0	0	0	0	2	2	0	12	16	**16**
PORT	WESTERN FWY	CEDAR LN	APM BLVD	EW	16	6	10	2	0	2	0	12	48	0	0	0	0	0	2	0	12	14	**48**	0	0	0	0	2	2	0	12	16	0	0	0	0	2	2	0	12	16	**16**
PORT	WESTERN FWY	APM BLVD	WEST NORFOLK RD	EW	16	6	10	2	0	0	0	12	46	0	0	0	0	0	0	0	12	12	**46**	0	0	0	0	2	0	0	12	14	0	0	0	0	2	0	0	12	14	**14**
PORT	WESTERN FWY	WEST NORFOLK RD	MLK FREEWAY/MIDTOWN TUNNEL	EW	28	9	10	6	2	6	0	12	73	0	0	0	0	2	6	0	12	20	**73**	0	0	0	0	4	6	0	12	22	0	0	0	0	4	6	0	12	22	**22**

Data source: HRTPO.

LEGEND

TRAVEL TIME INDEX (Maximum 28 points) – Based on the highest 15-minute Travel Time Index (TTI) during the peak period.
CONGESTION DURATION (Maximum 12 points) – Based on the number of congested 15-minute periods during the peak period.
TRAVEL TIME RELIABILITY (Maximum 12 points) – Based on the highest 15-minute Planning Time Index during the peak period.
TOTAL DELAY PER MILE (Maximum 12 points) – Based on the total amount of delay in hours that occurs during the peak period per mile of roadway.
EXISTING TRUCKS (Maximum 6 points) – Based on the total existing volume of trucks on weekdays.
FUTURE TRUCK DELAY (Maximum 6 points) – Based on the projected weekday truck delay in hours per mile in 2034 on the segment.
SAFETY (Maximum 12 points) – Based on the segment's Potential for Safety Improvement from the Hampton Roads Regional Safety Study 2013/2014 Update.
NHS/MILITARY/STRAHNET (Maximum 12 points) – Based on whether the segment is part of the National Highway System (NHS), Strategic Highway Network (STRAHNET), or is a Roadway Serving the Military according to the Hampton Roads Military Transportation Needs study.
TOTAL AM/PM SCORE (Maximum 100 points) – The sum of the scores for the eight listed measures. The higher of the AM and PM scores is used as the segment score.

The CMP Roadway Segment scoring system is described in further detail on page 50.

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| JURIS | FACILITY NAME | SEGMENT FROM | SEGMENT TO | DIR | WITH INRIX SPEED DATA | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																	
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
CHES	CENTERVILLE TNPK	MT PLEASANT RD	BUTTS STATION RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	BUTTS STATION RD	ELBOW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	ELBOW RD	S.E. PARKWAY CORRIDOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	S.E. PARKWAY CORRIDOR	VA BEACH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CHURCHLAND BLVD	WESTERN BRANCH BLVD	TOWNE POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CHURCHLAND BLVD	TOWNE POINT RD	PORTSMOUTH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	DOCK LANDING RD	JOLLIFF RD	I-664	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	DOCK LANDING RD	I-664	EAGLE HILL DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	DOCK LANDING RD	EAGLE HILL DR	PORTSMOUTH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	DOMINION BLVD	GEORGE WASHINGTON HWY	CEDAR RD	NS	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10
CHES	DOMINION BLVD/STEEL BRIDGE	CEDAR RD	BAINBRIDGE BLVD	NS	0	0	2	0	6	6	6	8	28	0	0	0	0	0	6	6	6	8	26	28	0	0	0	2	0	6	6	6	8	28	6	4	6	4	6	6	6	8	52	52
CHES	DOMINION BLVD	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	NS	0	0	0	2	0	6	4	2	8	22	0	0	0	0	0	6	4	2	8	20	22	0	0	0	2	0	6	4	2	8	22	6	4	6	4	4	6	4	2	8	44	44
CHES	EDINBURGH PKWY/ST BRIDES RD	SIGN PINE RD	HILLCREST PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ELBOW RD	BUTTS STATION RD	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ELBOW RD	CENTERVILLE TNPK	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ETHERIDGE MANOR RD	HILLWELL RD	RIVER GATE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ETHERIDGE MANOR RD	RIVER GATE RD	CENTERVILLE TPKE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	FENTRESS AIRFIELD RD	BLACKWATER RD	MOUNT PLEASANT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	FREEMAN AVE	I-464	BAINBRIDGE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	GEORGE WASHINGTON HWY	NORTH CAROLINA STATE LINE	DOMINION BLVD	NS	0	0	0	0	0	4	0	0	8	12	0	0	0	0	0	4	0	0	8	12	12	0	0	0	0	0	4	0	0	8	12	0	0	0	0	0	4	0	0	8	12	12
CHES	GEORGE WASHINGTON HWY	DOMINION BLVD	GW HWY RELOCATED	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	8	8	8
CHES	GEORGE WASHINGTON HWY	GW HWY RELOCATED	MOSES GRANDY TR @ HINTON AVE	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	8	8	8
CHES	GW HWY (DEEP CREEK BRIDGE)	MOSES GRANDY TR @ HINTON AVE	MILL CREEK PKWY	NS	6	4	3	2	4	0	0	0	8	27	0	0	0	0	0	0	0	0	8	8	27	0	0	0	0	0	0	0	0	0	8	8	9	9	9	4	10	0	0	0	8	49	49
CHES	GEORGE WASHINGTON HWY	MILL CREEK PKWY	WILLOWOOD DR	NS	6	6	3	2	4	0	0	2	8	31	0	0	0	0	0	0	0	2	8	10	31	0	0	0	0	0	0	0	0	2	8	10	9	12	9	4	10	0	0	2	8	54	54
CHES	GEORGE WASHINGTON HWY	WILLOWOOD DR	I-64	NS	6	6	3	2	4	0	0	2	8	31	0	0	0	0	0	0	0	2	8	10	31	0	0	0	0	0	0	0	0	2	8	10	9	12	9	4	10	0	0	2	8	54	54
CHES	GEORGE WASHINGTON HWY	I-64	MILITARY HWY	NS	0	0	0	2	0	2	0	2	8	14	0	2	0	2	2	2	0	2	8	18	18	6	6	3	2	4	2	0	2	8	33	0	2	0	2	4	2	0	2	8	20	33
CHES	GEORGE WASHINGTON HWY	MILITARY HWY	CANAL DR	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	0	0	2	0	8	10	0	0	0	0	0	2	0	0	8	10	0	2	0	2	2	2	0	0	8	16	16
CHES	GEORGE WASHINGTON HWY	CANAL DR	PORTSMOUTH CL	NS	0	0	0	0	0	2	4	0	8	14	0	0	0	2	2	2	4	0	8	18	18	0	0	0	0	0	2	4	0	8	14	0	0	0	0	0	2	2	4	0	8	16	16
CHES	GREAT BRIDGE BLVD	BAINBRIDGE BLVD	CAMPOSTELLA RD	EW	0	4	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	GREAT BRIDGE BLVD	CAMPOSTELLA RD	I-64	EW	0	4	0	0	0	2	0	0	0	6	0	0	0	0	0	2	0	0	0	2	6	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2
CHES	GREAT BRIDGE BLVD	I-64	DOMINION BLVD	EW	0	2	0	0	0	4	4	0	0	10	0	0	0	0	0	0	4	4	0	0	8	10	0	0	0	0	0	4	4	0	0	8	0	0	0	0	0	0	4	4	0	0	8	8
CHES	GREAT BRIDGE BLVD	DOMINION BLVD	RIVERWALK PKWY WEST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	GREAT BRIDGE BLVD	RIVERWALK PKWY WEST	BATTLEFIELD BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	GREENBRIER PKWY	KEMPSVILLE RD	VOLVO PKWY	NS	0	2	0	0	0	0	0	0	2	4	0	0	0	0	4	0	0	0	4	4	4	0	2	0	0	2	0	0	0	0	4	6	4	3	2	2	0	0	0	0	17	17
CHES	GREENBRIER PKWY	VOLVO PKWY	EDEN WAY	NS	0	2	0	2	2	2	0	0	8	14	0	2	0	2	8	2	0	0	0	14	14	0	0	0	0	2	2	0	0	0	4	9	12	9	4	10	2	0	0	0	46	46
CHES	GREENBRIER PKWY	EDEN WAY	I-64	NS	0	2	0	2	6	2	6	0	0	18	0	0	0	2	10	2	6	0	0	20	20	0	0	0	0	4	2	6	0	0	12	9	9	9	4	12	2	6	0	0	51	51
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR	NS	0	4	0	2	6	2	0	0	0	14	6	4	6	2	12	2	0	0	0	32	32	0	0	0	0	2	2	0	0	0	4	0	4	0	2	6	2	0	0	0	14	14
CHES	GREENBRIER PKWY	WOODLAKE DR	MILITARY HWY	NS	0	4	0	2	2	0	0	0	0	8	6	6	6	2	8	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	4	0	2	4	0	0	0	0	10	10
CHES	HANBURY RD	JOHNSTOWN RD	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HANBURY RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HANBURY RD	CHESAPEAKE EXPRESSWAY	HILLWELL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HILLCREST PKWY	EDINBURGH PKWY	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	HILLCREST PKWY	CHESAPEAKE EXPRESSWAY	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	INDIAN RIVER RD	NORFOLK CL	KEMP LANE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	INDIAN RIVER RD	KEMP LANE	VA BEACH CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
CHES	JOHNSTOWN RD	BENEFIT RD	STONEGATE PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	STONEGATE PKWY	HANBURY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	HANBURY RD	PARKER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOHNSTOWN RD	PARKER RD	BATTLEFIELD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	JOLLIFF RD	AIRLINE BLVD	DOCK LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

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| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| JURIS | FACILITY NAME | SEGMENT FROM | SEGMENT TO | DIR | WITH INRIX SPEED DATA | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
IW	CHURCH ST S	CYPRESS CREEK BRIDGE	MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CHURCH ST N	MAIN ST	SMITHFIELD CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	COURT ST	SCL WINDSOR/BUCKHORN DR	ROUTE 460	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	MAIN ST	ROUTE 10 BYPASS	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	NIKE PARK RD	BATTERY PARK RD	TITUS CREEK DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	RESCUE RD	NEWPORT ST (RTE 1002)	SMITH'S NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 10 (OLD STAGE HWY)	BUS RTE 10	IW/SURRY CL	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	2
IW	ROUTE 10 BYPASS	CHURCH ST S	FAIRWAY DR	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	2
IW	ROUTE 10 BYPASS	FAIRWAY DR	MAIN ST	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	2	2
IW	ROUTE 10 BYPASS	MAIN ST	NCL SMITHFIELD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 10 BYPASS	NCL SMITHFIELD	BUS RTE 10	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	SUFFOLK CL	UNION CAMP DR (RTE 656)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 258	UNION CAMP DR (RTE 656)	CARRSVILLE HWY (BUS RTE 58)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	ROUTE 258	CARRSVILLE HWY (BUS RTE 58)	BURDETTE RD (W RTE 619)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	BURDETTE RD (W RTE 619)	RIVER RUN TRAIL (W RTE 614)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	RIVER RUN TRAIL (W RTE 614)	BLACKWATER RD (RTE 603)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	BLACKWATER RD (RTE 603)	WCL WINDSOR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	WCL WINDSOR	ROUTE 460	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	ROUTE 460	ECL WINDSOR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	ECL WINDSOR	COURT ST NORTH (RTE 610)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	COURT ST NORTH (RTE 610)	IRON MINE SPRINGS RD (RTE 605)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	IRON MINE SPRINGS RD (RTE 605)	CENTRAL HILL RD (W RTE 637)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	CENTRAL HILL RD (W RTE 637)	SCOTTS FACTORY RD (RTE 620)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258	SCOTTS FACTORY RD (RTE 620)	WCL SMITHFIELD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 258/N MAIN ST	WCL SMITHFIELD	RTE 10 BYPASS	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	ROUTE 460	SOUTHAMPTON CL	FIRETOWER RD (RTE 644)	EW	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	18
IW	ROUTE 460	FIRETOWER RD (RTE 644)	WCL WINDSOR	EW	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	18
IW	ROUTE 460	WCL WINDSOR	ROUTE 258	EW	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	18
IW	ROUTE 460	ROUTE 258	COURT ST (RTE 610)	EW	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	0	4	0	2	0	6	0	0	12	24	0	2	0	2	2	6	0	0	12	24	24	24
IW	ROUTE 460	COURT ST (RTE 610)	ECL WINDSOR	EW	0	0	0	0	0	6	2	0	12	20	0	0	0	0	0	6	2	0	12	20	20	0	0	0	0	0	6	2	0	12	20	0	0	0	0	0	6	2	0	12	20	20	20
IW	ROUTE 460	ECL WINDSOR	SUFFOLK CL	EW	0	0	0	0	0	6	2	0	12	20	0	0	0	0	0	6	2	0	12	20	20	0	0	0	0	0	6	2	0	12	20	0	0	0	0	0	6	2	0	12	20	20	20
IW	SMITH'S NECK RD	CARROLLTON BLVD	REYNOLDS DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	SMITH'S NECK RD	REYNOLDS DR	TITUS CREEK DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	SMITH'S NECK RD	TITUS CREEK DR	RESCUE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	TITUS CREEK DR	SMITH'S NECK RD	NIKE PARK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	TODD AVE/WARWICK ST	COUNTRY WAY	NEWPORT ST (RTE 1002)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	BARHAMSVILLE RD	I-64	ROUTE 60	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JCC	CENTERVILLE RD	JOHN TYLER HWY	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	MONTICELLO AVE	NEWS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	NEWS RD	LONGHILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CENTERVILLE RD	LONGHILL RD	RICHMOND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	COLONIAL NATL HIST PKWY	JAMESTOWN/RTE 359	WILLIAMSBURG CL/RTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	ROUTE 60	MAXTON LN (RTE 760)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	MAXTON LN (RTE 760)	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	I-64	FENTON MILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	CROAKER RD	FENTON MILL RD	RIVERVIEW RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	DEPUE DR	LONGHILL RD (RTE 612)	IRONBOUND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD	STRAWBERRY PLAINS RD	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD	MONTICELLO AVE	WILLIAMSBURG CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	IRONBOUND RD/NEWS RD	JOHN TYLER HWY	MONTICELLO AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| JURIS | FACILITY NAME | SEGMENT FROM | SEGMENT TO | DIR | WITH INRIX SPEED DATA | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
NN	BLAND BLVD	JEFFERSON AVE	McMANUS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	BRIARFIELD RD	JEFFERSON AVE	HAMPTON CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	BUXTON AVE	HAMPTON CL	25TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CENTER AVE	WARWICK BLVD	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CHESTNUT AVE	39TH ST	44TH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
NN	CHESTNUT AVE	44TH ST	BRIARFIELD RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
NN	CHESTNUT AVE	BRIARFIELD RD	HAMPTON CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	DENBIGH BLVD	LUCAS CREEK RD	WARWICK BLVD	EW	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
NN	DENBIGH BLVD	JEFFERSON AVE	YORK CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	DILIGENCE DR	THIMBLE SHOALS BLVD	J CLYDE MORRIS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EW	0	0	0	2	0	6	0	6	12	26	9	6	9	8	10	6	0	6	12	66	66	0	0	0	2	2	6	0	6	12	28	0	0	0	0	0	6	0	6	12	24	28
NN	FORT EUSTIS BLVD	I-64	JEFFERSON AVE	EW	0	2	0	0	0	4	0	0	8	14	0	0	0	0	2	4	0	0	8	14	14	0	2	0	2	4	4	0	0	8	20	0	0	0	0	0	4	0	0	8	12	20
NN	FORT EUSTIS BLVD	JEFFERSON AVE	.54 MILES EAST OF RTE 143	EW	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	2	0	2	0	0	8	12	0	0	0	0	0	2	0	0	8	10	12
NN	FORT EUSTIS BLVD	.54 MILES EAST OF RTE 143	YORK CL	EW	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	2	0	2	0	0	8	12	0	0	0	0	0	2	0	0	8	10	12
NN	HRC PARKWAY	HARPERSVILLE RD	HAMPTON CL	EW	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8
NN	HARPERSVILLE RD	J CLYDE MORRIS BLVD	SAUNDERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	SAUNDERS RD	HRC PARKWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	HRC PARKWAY	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	JEFFERSON AVE	WARWICK BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HUNTINGTON AVE	71ST ST	39TH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	8	8	8	8
NN	HUNTINGTON AVE	39TH ST	26TH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	8	10	0	2	0	0	0	0	0	8	10	10	10
NN	HUNTINGTON AVE	26TH ST	23RD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	WARWICK BLVD	JEFFERSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	JEFFERSON AVE	THIMBLE SHOALS BLVD	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	4	2	0	0	8	14	14	0	2	0	0	2	2	0	0	8	14	0	2	0	0	6	2	0	0	8	18	18
NN	J CLYDE MORRIS BLVD	THIMBLE SHOALS BLVD	I-64	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	4	2	0	0	8	14	14	0	2	0	0	2	2	0	0	8	14	0	2	0	0	6	2	0	0	8	18	18
NN	J CLYDE MORRIS BLVD	I-64	HARPERSVILLE RD	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	8	2	0	0	8	20	0	0	0	0	2	2	2	0	0	8	14	0	0	0	0	2	2	0	0	8	12	14
NN	J CLYDE MORRIS BLVD	HARPERSVILLE RD	YORK CL	NS	0	0	0	0	0	2	2	0	8	12	0	2	0	2	6	2	2	0	8	22	22	0	0	0	0	2	2	2	2	0	8	16	0	0	0	0	4	2	2	0	8	16	16
NN	JEFFERSON AVE	JAMES CITY CL	YORKTOWN RD	NS	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	12	12	12	0	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	12	12	12
NN	JEFFERSON AVE	YORKTOWN RD	FORT EUSTIS BLVD	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	8	8	8
NN	JEFFERSON AVE	FORT EUSTIS BLVD	FUTURE ATKINSON BLVD	NS	0	0	0	0	0	2	2	0	8	12	0	0	0	0	0	2	2	0	8	14	14	0	0	0	0	0	2	2	0	8	12	0	0	0	0	2	2	2	0	8	14	14
NN	JEFFERSON AVE	FUTURE ATKINSON BLVD	DENBIGH BLVD	NS	0	0	0	0	0	2	4	0	8	14	0	0	0	0	2	2	4	0	8	16	16	0	0	0	0	0	2	4	0	8	14	0	0	0	0	2	2	4	0	8	16	16
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD	NS	0	0	0	0	0	4	4	2	8	18	6	4	6	2	10	4	4	2	8	46	46	0	0	0	0	2	4	4	2	8	20	6	4	3	4	10	4	4	2	8	45	45
NN	JEFFERSON AVE	BLAND BLVD	I-64	NS	0	0	0	0	0	4	6	0	8	18	0	0	0	2	10	4	6	0	8	30	30	0	0	0	0	2	4	6	0	8	20	0	0	0	2	10	4	6	0	8	30	30
NN	JEFFERSON AVE	I-64	OYSTER POINT RD	NS	0	0	0	0	0	2	2	0	8	12	0	0	0	2	10	2	2	0	8	24	24	0	0	0	0	0	2	2	0	8	12	0	2	0	2	10	2	2	0	8	26	26
NN	JEFFERSON AVE	OYSTER POINT RD	MUELLER LA	NS	0	0	0	0	0	2	0	4	8	14	6	2	3	4	10	2	0	4	8	39	39	0	0	0	0	2	2	0	4	8	16	0	0	0	0	4	2	0	4	8	18	18
NN	JEFFERSON AVE	MUELLER LA	MIDDLE GROUND BLVD	NS	0	0	0	0	0	2	2	4	8	16	6	2	3	4	10	2	2	4	8	41	41	0	0	0	0	2	2	2	4	8	18	0	0	0	0	4	2	2	4	8	20	20
NN	JEFFERSON AVE	MIDDLE GROUND BLVD	J CLYDE MORRIS BLVD	NS	0	0	0	0	0	0	2	6	8	16	6	4	3	4	6	0	2	6	8	39	39	0	0	0	0	0	0	2	6	8	16	0	0	0	0	4	0	2	6	8	20	20
NN	JEFFERSON AVE	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	0	0	0	0	0	2	4	0	8	14	0	0	0	0	4	2	4	0	8	18	18	0	0	0	0	0	2	4	0	8	14	0	0	0	0	2	2	4	0	8	16	16
NN	JEFFERSON AVE	HARPERSVILLE RD	MAIN ST	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	2	2	2	0	0	8	14	14	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	2	0	0	8	12	12
NN	JEFFERSON AVE	MAIN ST	CENTER AVE	NS	0	0	0	0	0	2	2	0	8	12	0	0	0	0	2	2	2	0	8	14	14	0	0	0	0	0	2	2	0	8	12	0	0	0	0	4	2	2	0	8	16	16
NN	JEFFERSON AVE	CENTER AVE	MERCURY BLVD	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	4	2	0	0	8	16	16	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	2	0	0	8	12	12
NN	JEFFERSON AVE	MERCURY BLVD	BRIARFIELD RD	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	2	0	0	8	12	12	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10
NN	JEFFERSON AVE	BRIARFIELD RD	41ST ST	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	0	2	0	0	8	10	10
NN	JEFFERSON AVE	41ST ST	35TH ST	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	2	0	0	0	0	0	0	8	10	0	0	0	0	0	0	0	0	8	8	10
NN	JEFFERSON AVE	35TH ST	25TH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	MAIN ST	WARWICK BLVD	JEFFERSON AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	MAIN ST	JEFFERSON AVE	HAMPTON CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	MCMANUS BLVD/SIEMENS WAY	DENBIGH BLVD	BLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MERCURY BLVD/JAMES RIVER BR	ISLE OF WIGHT CL	RIVER RD	EW	0	0	0	0	0	2	4	0	8	14	0	0	0	0	0	2	4	0	8	14	14	0	0	0	0	0	2	4	0	8	14	0	0	0	2	4	2	4	0	8	20	20

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| JURIS | FACILITY NAME | SEGMENT FROM | SEGMENT TO | DIR | WITH INRIX SPEED DATA | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
NOR	INGLESIDE RD	PRINCESS ANNE RD	TAIT TERRACE DR	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**
NOR	INTERNATIONAL TERMINAL BLVD	HAMPTON BLVD	I-564	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	JAMESTOWN CRESCENT	53RD ST	HAMPTON BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	JOHNSTONS RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	JOHNSTONS RD	CHESAPEAKE BLVD	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	JOHNSTONS RD/HALPRIN LN	MILITARY HWY	LITTLE CREEK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	KEMPSVILLE RD	NEWTOWN RD	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	KEMPSVILLE RD	VA BEACH BLVD	NORTHAMPTON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LAFAYETTE BLVD	27TH ST	TIDEWATER DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	LAFAYETTE BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	LIBERTY ST	STATE ST	SOUTH MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LIBERTY ST	SOUTH MAIN ST	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	HAMPTON BLVD	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	GRANBY ST	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	I-64	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	TIDEWATER DR	SEWELLS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	CHESAPEAKE BLVD	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	MILITARY HWY	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LITTLE CREEK RD	AZALEA GARDEN RD	SHORE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	LLEWELLYN AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
NOR	LLEWELLYN AVE	PRINCESS ANNE RD	21ST ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	LLEWELLYN AVE	21ST ST	26TH ST	NS	0	4	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	2	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	LLEWELLYN AVE	26TH ST	27TH ST	NS	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
NOR	LLEWELLYN AVE	27TH ST	35TH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	LLEWELLYN AVE	35TH ST	38TH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	LLEWELLYN AVE	38TH ST	DELAWARE AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	LLEWELLYN AVE	DELAWARE AVE	GRANBY ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	MIDTOWN TUNNEL	PORTSMOUTH CL	BRAMBLETON AVE	NS	16	12	9	8	10	6	2	2	12	77	6	4	6	2	8	6	2	2	12	48	**77**	0	0	0	0	0	6	2	2	12	22	0	0	0	0	4	6	2	2	12	26	**26**
NOR	MILITARY HWY	VA BEACH CL	I-264	NS	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	2	0	0	4	**4**	0	2	0	0	0	2	2	0	0	6	0	4	0	2	8	2	2	0	0	18	**18**
NOR	MILITARY HWY	I-264	VA BEACH BLVD	NS	0	0	0	0	0	2	0	8	0	10	0	0	0	0	0	4	2	0	8	0	14	**14**	0	0	0	0	0	2	0	8	0	10	6	4	3	2	10	2	0	8	0	35	**35**
NOR	MILITARY HWY	VA BEACH BLVD	LOWERY RD	NS	0	2	0	2	2	2	0	0	0	8	0	2	0	2	8	2	0	0	0	14	**14**	0	0	0	0	0	2	0	0	0	2	0	2	0	2	8	2	0	0	0	14	**14**
NOR	MILITARY HWY	LOWERY RD	PRIN ANNE RD/NORTHAMPTON BLVD	NS	0	2	0	2	2	2	0	0	0	8	0	2	0	2	8	2	0	0	0	14	**14**	0	0	0	0	0	2	0	0	0	2	0	0	0	2	8	2	0	0	0	12	**12**
NOR	MILITARY HWY	PRIN ANNE RD/NORTHAMPTON BLVD	I-64	NS	0	0	0	0	2	2	2	0	0	6	0	0	0	0	4	2	2	0	0	8	**8**	0	2	0	2	4	2	2	0	0	12	6	6	6	4	10	2	2	0	0	36	**36**
NOR	MILITARY HWY	I-64	AZALEA GARDEN RD	NS	0	2	0	0	0	2	0	0	0	4	0	0	0	0	0	2	2	0	0	4	**4**	0	4	0	2	0	2	0	0	0	8	0	4	0	2	0	2	0	0	0	8	**8**
NOR	MILITARY HWY	AZALEA GARDEN RD	NORVIEW AVE	NS	0	0	0	0	0	2	0	0	0	2	0	2	0	2	6	2	0	0	0	12	**12**	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	2	0	0	4	**4**
NOR	MILITARY HWY	NORVIEW AVE	JOHNSTONS RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	**2**
NOR	MILITARY HWY	JOHNSTONS RD	LITTLE CREEK RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NOR	MONTICELLO AVE	CITY HALL AVE	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	MONTICELLO AVE	BRAMBLETON AVE	ST PAULS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
NOR	MONTICELLO AVE	ST PAULS BLVD	VA BEACH BLVD	NS	6	6	6	2	4	2	0	0	12	38	0	2	0	2	4	2	0	0	12	22	**38**	0	2	0	2	2	2	0	0	12	20	0	2	0	2	6	2	0	0	12	24	**24**
NOR	MONTICELLO AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	6	6	6	2	4	2	2	2	0	30	0	2	0	2	4	2	2	2	0	14	**30**	0	2	0	2	2	2	2	2	0	12	0	2	0	2	6	2	2	2	0	16	**16**
NOR	MONTICELLO AVE	PRINCESS ANNE RD	21ST ST	NS	0	2	0	0	2	2	0	0	0	6	0	0	0	0	2	2	0	0	0	4	**6**	0	2	0	0	2	2	0	0	0	6	0	0	0	0	4	2	0	0	0	6	**6**
NOR	MONTICELLO AVE	21ST ST	26TH ST	NS	0	4	0	0	2	0	0	0	0	6	0	0	0	0	2	0	0	0	0	2	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	**2**
NOR	MONTICELLO AVE	26TH ST	27TH ST	NS	0	4	0	0	2	0	0	0	0	6	0	0	0	0	2	0	0	0	0	2	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	**2**
NOR	MONTICELLO AVE	27TH ST	CHURCH ST	NS	0	4	0	0	2	0	0	0	0	6	0	0	0	0	2	0	0	0	0	2	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	**2**
NOR	NEWTOWN RD	KEMPSVILLE RD	I-264	NS	0	2	0	2	2	0	0	2	0	8	0	2	0	2	4	0	0	2	0	10	**10**	0	2	0	2	4	0	0	2	0	10	9	9	9	2	10	0	0	2	0	41	**41**
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NS	0	4	0	2	4	2	0	2	0	14	9	12	12	6	10	2	0	2	0	53	**53**	0	2	0	2	2	2	0	2	0	10	6	6	6	2	10	2	0	2	0	34	**34**
NOR	NEWTOWN RD	VA BEACH BLVD	VA BEACH CL	NS	0	0	0	0	0	2	4	2	0	8	0	0	0	0	6	2	4	2	0	14	**14**	0	2	0	2	4	2	4	2	0	16	6	4	6	2	10	2	4	2	0	36	**36**
NOR	NORTHAMPTON BLVD	MILITARY HWY	KEMPSVILLE RD	EW	0	4	0	2	2	4	2	0	8	22	6	6	3	4	6	4	2	0	8	39	**39**	0	2	0	0	2	4	2	0	8	18	0	4	0	2	4	4	2	0	8	24	**24**

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
NOR	TIDEWATER DR	BRAMBLETON AVE	VA BEACH BLVD	NS	0	4	0	2	4	2	2	2	12	28	0	0	0	0	4	2	2	2	12	22	28	0	0	0	0	2	2	2	2	12	20	6	6	6	2	10	2	2	2	12	48	48
NOR	TIDEWATER DR	VA BEACH BLVD	PRINCESS ANNE RD	NS	0	4	0	2	2	2	0	0	8	18	0	0	0	0	2	2	0	0	8	12	18	0	2	0	0	2	2	0	0	8	14	0	2	0	2	6	2	0	0	8	20	20
NOR	TIDEWATER DR	PRINCESS ANNE RD	LAFAYETTE BLVD	NS	0	0	0	0	0	2	2	0	8	12	0	0	0	0	2	2	2	0	8	14	14	0	0	0	0	0	2	2	0	8	12	0	0	0	0	2	2	2	0	8	14	14
NOR	TIDEWATER DR	LAFAYETTE BLVD	CROMWELL DR	NS	0	2	0	0	0	2	0	0	8	12	0	0	0	2	2	2	0	0	8	14	14	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	2	0	0	8	12	12
NOR	TIDEWATER DR	CROMWELL DR	NORVIEW AVE	NS	0	0	0	0	2	2	4	0	8	16	0	0	0	0	4	2	4	0	8	18	18	0	0	0	0	2	2	4	0	8	16	6	4	6	4	10	2	4	0	8	44	44
NOR	TIDEWATER DR	NORVIEW AVE	THOLE ST	NS	0	0	0	0	0	2	2	0	8	12	0	0	0	0	2	2	2	0	8	14	14	0	0	0	0	0	2	2	0	8	12	0	0	0	0	0	2	2	0	8	12	12
NOR	TIDEWATER DR	THOLE ST	I-64	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	2	0	0	8	12	12	0	0	0	0	2	2	0	0	8	12	0	0	0	0	4	2	0	0	8	14	14
NOR	TIDEWATER DR	I-64	LITTLE CREEK RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
NOR	TIDEWATER DR	LITTLE CREEK RD	BAYVIEW BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	TIDEWATER DR	BAYVIEW BLVD	GRANBY ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	TIDEWATER DR	GRANBY ST	OCEAN VIEW AVE	NS	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	VA BEACH BLVD	OLNEY RD	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	GRANBY ST	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	MONTICELLO AVE	CHURCH ST	EW	0	0	0	0	0	0	0	0	12	12	0	0	0	0	2	0	0	0	12	14	14	0	2	0	0	0	0	0	0	12	14	0	0	0	0	0	0	0	0	12	12	14
NOR	VA BEACH BLVD	CHURCH ST	TIDEWATER DR	EW	0	0	0	0	0	0	0	0	12	12	0	0	0	0	2	0	0	0	12	14	14	0	2	0	0	0	0	0	0	12	14	0	0	0	0	0	0	0	0	12	12	14
NOR	VA BEACH BLVD	TIDEWATER DR	PARK AVE	EW	0	0	0	0	0	0	0	0	8	8	0	0	0	0	2	0	0	0	8	10	10	0	0	0	0	0	0	0	0	8	8	0	0	0	0	2	0	0	0	8	10	10
NOR	VA BEACH BLVD	PARK AVE	BALLENTINE BLVD	EW	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2
NOR	VA BEACH BLVD	BALLENTINE BLVD	INGLESIDE RD	EW	0	0	0	0	2	4	0	0	0	6	0	0	0	0	4	4	0	0	0	8	8	0	2	0	2	2	4	0	0	0	10	0	0	0	0	4	4	0	0	0	8	10
NOR	VA BEACH BLVD	INGLESIDE RD	AZALEA GARDEN RD	EW	0	2	0	2	2	4	0	0	0	10	0	0	0	0	2	4	0	0	0	6	10	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	4	0	0	6	6
NOR	VA BEACH BLVD	AZALEA GARDEN RD	JETT ST	EW	0	0	0	0	0	4	0	0	0	4	0	0	0	0	2	4	0	0	0	6	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	4	0	0	6	6
NOR	VA BEACH BLVD	JETT ST	MILITARY HWY	EW	0	0	0	0	0	4	0	0	0	4	0	0	0	0	2	4	0	0	0	6	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	4	0	0	6	6
NOR	VA BEACH BLVD	MILITARY HWY	GLENROCK RD	EW	0	0	0	0	0	0	0	0	0	0	0	4	0	2	4	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
NOR	VA BEACH BLVD	GLENROCK RD	KEMPSVILLE RD	EW	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
NOR	VA BEACH BLVD	KEMPSVILLE RD	NEWTOWN RD	EW	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
NOR	WESLEYAN DR	NORTHAMPTON BLVD	NCL VA BEACH	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WILLOW WOOD DR	GRANBY ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WILSON RD	BERKLEY AVE/CHESAPEAKE CL	INDIAN RIVER RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	WILSON RD	INDIAN RIVER RD	CAMPOSTELLA RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	EAST YORKTOWN RD	YORK CL	HUNT'S NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	EAST YORKTOWN RD	HUNT'S NECK RD	POQUOSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	LITTLE FLORIDA RD	WYTHE CREEK RD	POQUOSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	POQUOSON AVE	WYTHE CREEK RD	LITTLE FLORIDA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	VICTORY BLVD	YORK CL	WYTHE CREEK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	2
POQ	WYTHE CREEK RD	HAMPTON CL	ALPHUS ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	WYTHE CREEK RD	ALPHUS ST	LITTLE FLORIDA RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	WYTHE CREEK RD	LITTLE FLORIDA RD	HUDGINS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	WYTHE CREEK RD	HUDGINS RD	POQUOSON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	CHESAPEAKE CL	GREENWOOD DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	AIRLINE BLVD	GREENWOOD DR	ELMHURST LN	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	AIRLINE BLVD	ELMHURST LN	.55 MI E ELMHURST LN	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	AIRLINE BLVD	.55 MI E ELMHURST LN	VICTORY BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	AIRLINE BLVD	VICTORY BLVD	PORTSMOUTH BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	AIRLINE BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	AIRLINE BLVD	FREDERICK BLVD	HIGH ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	2	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	2	2
PORT	CAVALIER BLVD	CHESAPEAKE CL	GREENWOOD DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CEDAR LN	HIGH ST	W NORFOLK RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	CEDAR LN	W NORFOLK RD	WESTERN FREEWAY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	CEDAR LN	WESTERN FREEWAY	S PERIMETER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	CHESAPEAKE CL	W NORFOLK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CHURCHLAND BLVD	W NORFOLK RD	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
SH	ROUTE 616	MILLFIELD RD (RTE 605)	SCL IVOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	SCL IVOR	ROUTE 460	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	ROUTE 35	CROSS KEYS RD (RTE 665)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	CROSS KEYS RD (RTE 665)	WCL NEWSOMS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	WCL NEWSOMS	GRAYS SHOP RD (RTE 673)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	GRAYS SHOP RD (RTE 673)	ECL NEWSOMS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	ECL NEWSOMS	SUNBEAM RD (RTE 680)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	SUNBEAM RD (RTE 680)	DELAWARE RD (RTE 687)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 671	DELAWARE RD (RTE 687)	ROUTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BENNETTS PASTURE RD	NANSEMOND PKWY	KINGS HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BENNETTS PASTURE RD	KINGS HWY	BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	ISLE OF WIGHT CL	E. END CHUCKATUCK BRIDGE	EW	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10
SUF	BRIDGE RD	E. END CHUCKATUCK BRIDGE	CRITTENDEN RD	EW	0	0	0	0	0	2	2	0	8	12	0	0	0	0	0	2	2	0	8	12	12	0	0	0	0	0	2	2	0	8	12	0	0	0	0	0	2	2	0	8	12	12
SUF	BRIDGE RD	CRITTENDEN RD	N. END NANSEMOND RIVER	EW	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10
SUF	BRIDGE RD	N. END NANSEMOND RIVER	S. END NANSEMOND RIVER	EW	0	0	0	0	0	2	6	0	8	16	0	0	0	0	0	2	6	0	8	16	16	0	0	0	0	0	2	6	0	8	16	0	0	0	0	0	2	6	0	8	16	16
SUF	BRIDGE RD	S. END NANSEMOND RIVER	BENNETTS PASTURE RD	EW	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10
SUF	BRIDGE RD	BENNETTS PASTURE RD	SHOULDERS HILL RD	EW	0	0	0	0	0	2	6	0	8	16	0	0	0	0	2	2	6	0	8	18	18	0	0	0	0	0	2	6	0	8	16	0	0	0	0	0	2	6	0	8	16	16
SUF	BRIDGE RD	SHOULDERS HILL RD	HARBOUR VIEW BLVD	EW	0	0	0	0	0	2	4	0	8	14	0	0	0	0	2	2	4	0	8	16	16	0	0	0	0	0	2	4	0	8	14	0	0	0	0	0	2	2	4	0	8	16	16
SUF	BRIDGE RD	HARBOUR VIEW BLVD	WESTERN FWY	EW	0	0	0	0	0	4	6	0	8	18	0	0	0	0	0	2	4	6	0	8	20	20	0	0	0	0	0	4	6	0	8	18	0	2	0	0	2	4	6	0	8	22	22
SUF	BRIDGE RD	WESTERN FWY	I-664	EW	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8
SUF	BRIDGE RD	I-664	COLLEGE DR	EW	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8
SUF	BRIDGE RD	COLLEGE DR	CHESAPEAKE CL	EW	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	2	0	0	8	10	10
SUF	BUCKHORN DR	ROUTE 58	INDIAN TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BUCKHORN DR	INDIAN TRAIL	ISLE OF WIGHT CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	NC STATE LINE	RTE 642	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CAROLINA RD	RTE 642	RTE 675	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CAROLINA RD	RTE 675	BABBTOWN RD (RTE 759)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CAROLINA RD	BABBTOWN RD (RTE 759)	WHALEYVILLE BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CAROLINA RD	WHALEYVILLE BLVD	TURLINGTON RD	NS	0	0	0	0	0	6	0	0	12	18	0	0	0	0	0	6	0	0	12	18	18	0	0	0	2	0	6	0	0	12	20	0	0	0	0	0	6	0	0	12	18	20
SUF	CAROLINA RD	TURLINGTON RD	SW SUFFOLK BYPASS	NS	0	0	0	0	0	6	2	0	12	20	0	0	0	0	0	6	2	0	12	20	20	0	0	0	0	0	6	2	0	12	20	0	0	0	0	0	6	2	0	12	20	20
SUF	CAROLINA RD	SW SUFFOLK BYPASS	FAYETTE ST	NS	0	0	0	0	0	6	4	0	12	22	0	0	0	0	0	6	4	0	12	22	22	0	0	0	0	0	6	4	0	12	22	0	0	0	0	0	6	4	0	12	22	22
SUF	COLLEGE DR	BRIDGE RD	WESTERN FREEWAY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	4	0	0	0	0	6	6
SUF	COLLEGE DR	WESTERN FREEWAY	HAMPTON ROADS PKWY	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8
SUF	COLLEGE DR	HAMPTON ROADS PKWY	I-664	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8
SUF	COLLEGE DR	I-664	HARBOUR VIEW BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CONSTANCE RD	HOLLAND RD	PITCHKETTLE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CONSTANCE RD	PITCHKETTLE RD	MAIN ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CONSTANCE RD	MAIN ST	WILROY RD	EW	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	12	12	12	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	12	12	12
SUF	COPELAND RD	ROUTE 58	WHALEYVILLE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COPELAND RD	WHALEYVILLE BLVD	CAROLINA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CRITTENDEN RD	KINGS HWY	BRIDGE RD (RTE 17)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	EVERETTS RD	LAKE PRINCE DR (RTE 604)	MOORE FARM LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	EVERETTS RD	MOORE FARM LN	GODWIN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	FINNEY AVE	N MAIN ST	PINNER ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	PRUDEN BLVD	SUFFOLK BYPASS	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	2	0	8	12	12
SUF	GODWIN BLVD	SUFFOLK BYPASS	KINGS FORK RD	NS	0	0	0	0	0	6	4	0	0	10	0	0	0	0	2	6	4	0	0	12	12	0	0	0	0	0	6	4	0	0	10	0	2	0	0	4	6	4	0	0	16	16
SUF	GODWIN BLVD	KINGS FORK ROAD	1.36 MI N OF KINGS FORK RD	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	2
SUF	GODWIN BLVD	1.36 MILES N OF KINGS FORK RD	EVERETS RD	NS	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	2	0	0	4	4	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	2	0	0	4	4
SUF	GODWIN BLVD	EVERETS RD	KINGS HWY	NS	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	2	6	0	0	8	8	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	2	6	0	0	8	8
SUF	GODWIN BLVD	KINGS HWY	ISLE OF WIGHT CL	NS	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
VB	CONSTITUTION DR	BONNEY RD	COLUMBUS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	CONSTITUTION DR	COLUMBUS ST	VIRGINIA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DAM NECK RD	SALEM RD	VA BEACH AMPHITHEATER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DAM NECK RD	VA BEACH AMPHITHEATER	PRINCESS ANNE RD	EW	0	2	0	0	2	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
VB	DAM NECK RD	PRINCESS ANNE RD	ROSEMONT RD	EW	0	2	0	2	4	0	0	12	8	28	0	0	0	0	4	0	0	12	8	24	28	0	0	0	0	2	0	0	12	8	22	6	2	3	2	8	0	0	12	8	41	41
VB	DAM NECK RD	ROSEMONT RD	HOLLAND RD	EW	0	2	0	2	4	0	0	4	8	20	0	0	0	0	4	0	0	4	8	16	20	0	0	0	0	2	0	0	4	8	14	6	2	3	2	8	0	0	4	8	33	33
VB	DAM NECK RD	HOLLAND RD	DRAKESMILE RD	EW	0	2	0	2	4	2	0	4	8	22	0	0	0	0	2	2	2	0	4	8	18	22	0	0	0	0	0	2	0	4	8	14	6	6	6	2	10	2	0	4	8	44	44
VB	DAM NECK RD	DRAKESMILE RD	LONDON BRIDGE RD	EW	0	2	0	2	4	2	0	4	8	22	0	0	0	2	2	2	0	4	8	18	22	0	0	0	0	0	2	0	4	8	14	6	6	6	2	10	2	0	4	8	44	44
VB	DAM NECK RD	LONDON BRIDGE RD	HARPERS RD	EW	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8
VB	DAM NECK RD	HARPERS RD	GENERAL BOOTH BLVD	EW	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8
VB	DAM NECK RD	GENERAL BOOTH BLVD	UPTON DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DAM NECK RD	UPTON DR	USN TRAINING CENTER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	DIAMOND SPRINGS RD	NEWTOWN RD	WESLEYAN RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	DIAMOND SPRINGS RD	WESLEYAN RD	NORTHAMPTON BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	DIAMOND SPRINGS RD	NORTHAMPTON BLVD	SHORE DR	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	10	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	2	0	0	8	12	12
VB	DRAKESMILE RD	DAM NECK RD	SHIPPS CORNER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ELBOW RD	CHESAPEAKE CL	INDIAN RIVER RD (WEST)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ELBOW RD/INDIAN RIVER RD	INDIAN RIVER RD (WEST)	INDIAN RIVER RD (EAST)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ELBOW RD	INDIAN RIVER RD (EAST)	SALEM RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	INDIAN RIVER RD	INDIAN LAKES BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	INDIAN LAKES BLVD	PLEASANT VALLEY RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FERRELL PKWY	PLEASANT VALLEY RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	FIRST COLONIAL RD	VA BEACH BLVD	I-264	NS	0	0	0	0	2	0	0	12	0	14	6	2	3	2	8	0	0	12	0	33	33	0	2	0	2	4	0	0	12	0	20	0	2	0	2	8	0	0	12	0	24	24
VB	FIRST COLONIAL RD	I-264	LASKIN RD	NS	0	2	0	0	0	0	0	0	0	2	0	2	0	0	4	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	0	2	8	0	0	0	0	12	12
VB	FIRST COLONIAL RD	LASKIN RD	OLD DONATION PKWY	NS	0	0	0	0	2	0	0	0	0	2	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	2	0	2	8	0	0	0	0	12	12
VB	FIRST COLONIAL RD	OLD DONATION PKWY	GREAT NECK RD	NS	0	0	0	0	2	0	0	0	0	2	0	2	0	0	6	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	4	0	2	8	0	0	0	0	14	14
VB	GENERAL BOOTH BLVD	PRINCESS ANNE RD	NIMMO PKWY	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4	2	0	0	0	6	6
VB	GENERAL BOOTH BLVD	NIMMO PKWY	LONDON BRIDGE RD	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4	2	0	0	0	6	6
VB	GENERAL BOOTH BLVD	LONDON BRIDGE RD	DAM NECK RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
VB	GENERAL BOOTH BLVD	DAM NECK RD	OCEANA BLVD/PROSPERITY RD	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	2	2	0	0	8	12	12	0	0	0	0	2	2	0	0	8	12	0	2	0	2	10	2	0	0	8	24	24
VB	GENERAL BOOTH BLVD	OCEANA BLVD/PROSPERITY RD	BIRDNECK RD	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8
VB	GENERAL BOOTH BLVD	BIRDNECK RD	HARBOUR POINT	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	8	0	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8
VB	GREAT NECK RD	VA BEACH BLVD	OLD DONATION PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	2	0	0	0	0	2	0	0	0	2	6	0	0	0	0	8	8
VB	GREAT NECK RD	OLD DONATION PKWY	FIRST COLONIAL RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
VB	GREAT NECK RD	FIRST COLONIAL RD	SHOREHAVEN RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	GREAT NECK RD	SHOREHAVEN RD	SHORE DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
VB	HARPERS RD	DAM NECK RD	OCEANA BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HAYGOOD RD	NEWTOWN RD	WESLEYAN DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HAYGOOD RD	WESLEYAN DR	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	HOLLAND RD	INDEPENDENCE BLVD	SOUTH PLAZA TRAIL	NS	0	2	0	2	0	0	0	2	0	6	0	0	0	0	8	0	0	2	0	10	10	0	0	0	0	0	0	0	2	0	2	6	4	3	2	6	0	0	2	0	23	23
VB	HOLLAND RD	SOUTH PLAZA TRAIL	ROSEMONT RD	NS	0	2	0	2	0	0	0	12	0	16	0	0	0	0	6	0	0	12	0	18	18	0	0	0	0	0	0	0	12	0	12	6	4	3	2	6	0	0	12	0	33	33
VB	HOLLAND RD	ROSEMONT RD	LYNNHAVEN PKWY	NS	0	2	0	2	0	0	0	0	0	4	0	2	0	2	6	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
VB	HOLLAND RD	LYNNHAVEN PKWY	DAM NECK RD	NS	0	2	0	2	4	0	0	0	0	8	0	2	0	2	10	0	0	0	0	14	14	0	4	0	2	2	0	0	0	0	8	0	2	0	0	2	0	0	0	0	4	8
VB	HOLLAND RD	DAM NECK RD	NIMMO PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	HOLLAND RD	NIMMO PKWY	PRINCESS ANNE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	INDEPENDENCE BLVD	INDIAN RIVER RD	SALEM RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	INDEPENDENCE BLVD	SALEM RD	PRINCESS ANNE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	INDEPENDENCE BLVD	PRINCESS ANNE RD	LYNNHAVEN PKWY	NS	0	0	0	0	0	0	0	12	0	12	0	2	0	0	4	0	0	12	0	18	18	0	2	0	0	2	0	0	12	0	16	6	4	3	2	8	0	0	12	0	35	35
VB	INDEPENDENCE BLVD	LYNNHAVEN PKWY	PLAZA TRAIL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
VB	INDEPENDENCE BLVD	PLAZA TRAIL	HOLLAND RD	NS	0	0	0	0	2	2	0	0	0	4	0	0	0	0	2	2	0	0	0	4	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4	2	0	0	0	6	6

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD										NB/EB SEGMENT SCORE	AM PEAK PERIOD										PM PEAK PERIOD										SB/WB SEGMENT SCORE
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE		TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NS	9	12	6	6	10	2	2	0	0	47	0	2	0	2	12	2	2	0	0	20	**47**	0	0	0	0	2	2	2	0	0	6	6	9	6	4	10	2	2	0	0	39	**39**
VB	INDEPENDENCE BLVD	BAXTER RD	I-264	NS	0	2	0	2	2	4	6	4	0	20	0	0	0	2	10	4	6	4	0	26	**26**	9	12	12	4	12	4	6	4	0	63	9	12	12	4	12	4	6	4	0	63	**63**
VB	INDEPENDENCE BLVD	I-264	BONNEY RD	NS	0	0	0	2	4	2	6	4	8	26	0	0	0	2	10	2	6	4	8	32	**32**	0	2	0	0	2	2	6	4	8	24	6	4	3	4	10	2	6	4	8	47	**47**
VB	INDEPENDENCE BLVD	BONNEY RD	COLUMBUS ST	NS	0	0	0	2	4	2	4	4	8	24	0	0	0	2	10	2	4	4	8	30	**30**	0	2	0	0	2	2	4	4	8	22	6	4	3	4	10	2	4	4	8	45	**45**
VB	INDEPENDENCE BLVD	COLUMBUS ST	VA BEACH BLVD	NS	0	0	0	2	4	2	0	0	8	16	0	0	0	2	10	2	0	0	8	22	**22**	0	2	0	0	2	2	0	0	8	14	6	4	3	4	10	2	0	0	8	37	**37**
VB	INDEPENDENCE BLVD	VA BEACH BLVD	JEANNE ST	NS	0	0	0	0	0	0	4	0	8	12	0	0	0	0	4	0	4	0	8	16	**16**	0	0	0	0	0	0	4	0	8	12	6	6	3	4	10	0	4	0	8	41	**41**
VB	INDEPENDENCE BLVD	JEANNE ST	PEMBROKE BLVD	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	4	0	0	0	8	12	**12**	0	0	0	0	0	0	0	0	8	8	6	6	3	4	10	0	0	0	8	37	**37**
VB	INDEPENDENCE BLVD	PEMBROKE BLVD	HAYGOOD RD	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	8	0	0	0	8	16	**16**	0	0	0	0	0	0	0	0	8	8	0	0	0	0	6	0	0	0	8	14	**14**
VB	INDEPENDENCE BLVD	HAYGOOD RD	NORTHAMPTON BLVD	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	2	0	0	0	8	10	**10**	0	0	0	0	0	0	0	0	8	8	0	0	0	2	6	0	0	0	8	16	**16**
VB	INDEPENDENCE BLVD	NORTHAMPTON BLVD	SHORE DR	NS	0	4	0	2	0	0	0	0	12	18	0	0	0	0	0	0	0	12	12	**18**	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	12	12	**12**
VB	INDIAN LAKES BLVD	FERRELL PKWY	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	INDIAN RIVER RD	CHESAPEAKE CL	MILITARY HWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	INDIAN RIVER RD	MILITARY HWY	PROVIDENCE RD	EW	0	0	0	0	0	0	8	0	8	8	0	0	0	0	2	0	0	8	0	10	**10**	6	4	3	4	4	0	0	8	0	29	0	2	0	0	4	0	0	8	0	14	**29**
VB	INDIAN RIVER RD	PROVIDENCE RD	I-64	EW	0	0	0	0	0	2	0	2	0	4	9	9	6	4	8	2	0	2	0	40	**40**	0	2	0	2	2	2	0	2	0	10	9	12	12	4	10	2	0	2	0	51	**51**
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EW	6	4	3	4	10	6	6	2	0	41	16	12	12	10	12	6	6	2	0	76	**76**	0	2	0	2	2	6	6	2	0	20	0	0	0	2	10	6	6	2	0	26	**26**
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EW	0	2	0	2	4	4	4	4	0	20	16	12	12	8	12	4	4	4	0	72	**72**	6	4	3	6	10	4	4	4	0	41	0	2	0	2	8	4	4	4	0	24	**41**
VB	INDIAN RIVER RD	KEMPSVILLE RD	FERRELL PKWY	EW	0	0	0	0	0	4	6	4	0	14	0	0	0	0	4	4	6	4	0	18	**18**	12	12	9	8	12	4	6	4	0	67	9	9	12	4	12	4	6	4	0	60	**67**
VB	INDIAN RIVER RD	FERRELL PKWY	INDIAN LAKES BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
VB	INDIAN RIVER RD	INDIAN LAKES BLVD	LYNNHAVEN PKWY	EW	0	2	0	0	0	2	0	0	0	4	0	0	0	0	0	2	0	0	0	2	**4**	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	**2**
VB	INDIAN RIVER RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	INDIAN RIVER RD	INDEPENDENCE BLVD	ELBOW RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	INDIAN RIVER RD	ELBOW RD	S.E. PARKWAY CORRIDOR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	INDIAN RIVER RD	S.E. PARKWAY CORRIDOR	NORTH LANDING RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	INDIAN RIVER RD	NORTH LANDING RD	WEST NECK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	INDIAN RIVER RD	WEST NECK RD	PRINCESS ANNE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	INTERNATIONAL PKWY	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	KEMPSVILLE RD	CHESAPEAKE CL	CENTERVILLE TNPK	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	KEMPSVILLE RD	CENTERVILLE TNPK	INDIAN RIVER RD	EW	0	0	0	2	2	0	0	0	0	4	0	0	0	2	2	0	0	0	0	4	**4**	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	**2**
VB	KEMPSVILLE RD	INDIAN RIVER RD	PROVIDENCE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	4	0	2	6	0	0	0	0	12	**12**
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EW	6	6	3	4	6	0	2	0	0	27	0	2	0	2	6	0	2	0	0	12	**27**	0	2	0	0	0	0	2	0	0	4	0	0	0	2	2	0	2	0	0	6	**6**
VB	LASKIN RD	VA BEACH BLVD	FIRST COLONIAL RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	LASKIN RD	FIRST COLONIAL RD	WINWOOD DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	LASKIN RD	WINWOOD DR	BIRDNECK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	LASKIN RD	BIRDNECK RD	30TH ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	LASKIN RD	30TH ST	PACIFIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	**4**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	LASKIN RD/31ST ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	LONDON BRIDGE RD	GENERAL BOOTH BLVD	DAM NECK RD	NS	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2	2	0	0	0	4	**4**	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**
VB	LONDON BRIDGE RD	DAM NECK RD	DRAKESMILE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	LONDON BRIDGE RD	SHIPPS CORNER RD/DRAKESMILE RD	INTERNATIONAL PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	LONDON BRIDGE RD	INTERNATIONAL PKWY	POTTERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	LONDON BRIDGE RD	POTTERS RD	I-264	NS	0	4	0	2	4	0	0	8	8	26	0	2	0	4	6	0	0	8	8	28	**28**	0	4	0	2	2	0	0	8	8	24	6	9	9	2	10	0	0	8	8	52	**52**
VB	LONDON BRIDGE RD	I-264	VA BEACH BLVD	NS	0	4	0	2	4	0	0	8	0	18	0	2	0	4	6	0	0	8	0	20	**20**	0	4	0	2	4	0	0	8	0	18	6	6	9	2	10	0	0	8	0	41	**41**
VB	LYNNHAVEN PKWY	CHESAPEAKE CL	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	LYNNHAVEN PKWY	INDIAN RIVER RD	SALEM RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	LYNNHAVEN PKWY	SALEM RD	PRINCESS ANNE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	LYNNHAVEN PKWY	PRINCESS ANNE RD	INDEPENDENCE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**
VB	LYNNHAVEN PKWY	INDEPENDENCE BLVD	ROSEMONT RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	**4**
VB	LYNNHAVEN PKWY	ROSEMONT RD	HOLLAND RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	**4**
VB	LYNNHAVEN PKWY	HOLLAND RD	S LYNNHAVEN RD	EW	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	2	0	0	4	**4**	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	2	0	0	4	**4**
VB	LYNNHAVEN PKWY	S LYNNHAVEN RD	INTERNATIONAL PKWY	NS	0	0	0	0	2	0	0	0	0	2	0	4	0	2	4	0	0	0	0	10	**10**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**

See page E-31 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

| | | | | | WITH INRIX SPEED DATA | | | | |

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Appendix E – CMP Roadway Segment Scores – Arterials (with INRIX data)

					WITH INRIX SPEED DATA																																					
					NORTHBOUND/EASTBOUND																						SOUTHBOUND/WESTBOUND																
					AM PEAK PERIOD										PM PEAK PERIOD												AM PEAK PERIOD										PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NB/EB SEGMENT SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	TRAVEL TIME INDEX	PICA	CONGESTION DURATION	TRAVEL TIME RELIABILITY	TOTAL DELAY PER MILE	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	SB/WB SEGMENT SCORE
YC	FORT EUSTIS BLVD EXT	ROUTE 17	OLD YORK - HAMPTON HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	GEORGE WASHINGTON HWY	NEWPORT NEWS CL	VICTORY BLVD (RTE 171)	NS	0	2	0	0	0	0	0	0	8	10	0	2	0	2	6	0	0	0	8	18	**18**	0	2	0	2	0	0	0	0	8	12	0	0	0	0	4	0	0	0	8	12	**12**
YC	GEORGE WASHINGTON HWY	VICTORY BLVD (RTE 171)	HAMPTON HWY (RTE 134)	NS	0	0	0	0	0	2	2	0	8	12	0	2	0	2	6	2	2	0	8	22	**22**	0	2	0	2	2	2	2	0	8	18	0	2	0	2	6	2	2	0	8	22	**22**
YC	GEORGE WASHINGTON HWY	HAMPTON HWY (RTE 134)	DARE RD	NS	0	2	0	2	2	2	2	0	8	18	6	4	6	4	10	2	2	0	8	42	**42**	0	0	0	2	4	2	2	0	8	18	0	0	0	2	6	2	2	0	8	20	**20**
YC	GEORGE WASHINGTON HWY	DARE RD	DENBIGH BLVD (RTE 173)	NS	0	2	0	2	2	2	2	0	8	18	6	6	6	4	8	2	2	0	8	42	**42**	0	2	0	2	2	2	2	0	8	18	0	0	0	2	4	2	2	0	8	18	**18**
YC	GEORGE WASHINGTON HWY	DENBIGH BLVD (RTE 173)	FORT EUSTIS BLVD (RTE 105)	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	2	0	0	8	12	**12**	0	0	0	0	2	2	0	0	8	12	0	0	0	0	2	2	0	0	8	12	**12**
YC	GEORGE WASHINGTON HWY	FORT EUSTIS BLVD (RTE 105)	COOK RD	NS	0	0	0	0	0	2	4	0	8	14	0	0	0	0	0	2	2	4	0	8	16	**16**	0	0	0	0	2	2	4	0	8	16	0	0	0	0	2	2	4	0	8	16	**16**
YC	GEORGE WASHINGTON HWY	COOK RD	GOOSLEY RD (RTE 238)	NS	0	0	0	0	0	2	0	0	8	10	0	0	0	0	4	2	0	0	8	14	**14**	0	0	0	0	2	2	0	0	8	12	0	0	0	0	2	2	0	0	8	12	**12**
YC	GEORGE WASHINGTON HWY	GOOSLEY RD (RTE 238)	GLOUCESTER CL (COLEMAN BRIDGE)	NS	0	0	0	0	0	2	4	0	8	14	0	0	0	0	2	2	4	0	8	16	**16**	0	0	0	0	0	0	2	4	0	8	14	0	0	0	0	0	0	2	4	0	8	14	**14**
YC	GOODWIN NECK RD	ROUTE 17	WOLF TRAP RD	EW	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2	0	0	0	2	**2**
YC	GOOSLEY RD	OLD WILLIAMSBURG RD	CRAWFORD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GOOSLEY RD	CRAWFORD RD	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GOOSLEY RD	ROUTE 17	COOK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	HAMPTON HWY	ROUTE 17	VICTORY BLVD (RTE 171)	NS	0	0	0	0	0	0	0	0	8	8	0	2	0	0	0	0	0	0	8	10	**10**	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	**8**
YC	HAMPTON HWY	VICTORY BLVD (RTE 171)	BIG BETHEL RD (RTE 600)	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	**8**	0	2	0	0	0	0	0	0	8	10	0	0	0	0	2	0	0	0	8	10	**10**
YC	HAMPTON HWY	BIG BETHEL RD (RTE 600)	NCL HAMPTON	NS	0	0	0	0	0	0	0	0	8	8	0	2	0	0	0	0	0	0	8	10	**10**	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	**8**
YC	LIGHTFOOT RD	ROUTE 60	MOORETOWN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MERRIMAC TRAIL	JAMES CITY CL	BUSCH GARDENS INTERCHANGE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MERRIMAC TRAIL	BUSCH GARDENS INTERCHANGE	ROUTE 199/JAMES CITY CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MERRIMAC TRAIL	PENNIMAN RD/JAMES CITY CL	SECOND ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MERRIMAC TRAIL	SECOND ST	WILLIAMSBURG CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MERRIMAC TRAIL	WILLIAMSBURG CL	ROUTE 132	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MOORETOWN RD	WALLER MILL RD	AIRPORT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MOORETOWN RD	AIRPORT RD	OLD MOORETOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MOORETOWN RD	OLD MOORETOWN RD	ROUTE 199	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MOORETOWN RD	ROUTE 199	LIGHTFOOT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	NEWMAN RD	I-64	FENTON MILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	OLD WILLIAMSBURG RD	NEWPORT NEWS CL	BAPTIST RD/MAIN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	OLD WILLIAMSBURG RD	BAPTIST RD/MAIN RD	GOOSLEY RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	PENNIMAN RD (RTE 641)	ROUTE 199	COLONIAL PKWY	EW	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	12	12	**12**	0	0	0	0	0	0	0	0	12	12	0	0	0	0	0	0	0	0	12	12	**12**
YC	POCAHONTAS TRAIL	JCC LINE @ RTE 199	KINGSMILL RD	EW	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**
YC	POCAHONTAS TRAIL	KINGSMILL RD	BUSCH GARDENS INTERCHANGE	EW	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	**2**
YC	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	JAMES CITY CL	EW	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	2	0	0	4	**4**	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	2	0	0	4	**4**
YC	ROUTE 132	BYPASS RD/WILLIAMSBURG CL	ROUTE 143	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	**8**	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	**8**
YC	ROUTE 143	ROUTE 132	I-64	NS	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	**8**	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	0	0	8	8	**8**
YC	ROUTE 199	RTE 60/RTE 143/JCC LINE	I-64	EW	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	**10**	0	0	0	0	0	2	0	0	8	10	0	0	0	0	0	2	0	0	8	10	**10**
YC	ROUTE 199	I-64	MARQUIS PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	ROUTE 199	MARQUIS PKWY	RTE 641 (PENNIMAN RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	SECOND ST	WILLIAMSBURG CL	MERRIMAC TRAIL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	VICTORY BLVD	NEWPORT NEWS CL	ROUTE 17	EW	0	0	0	0	0	2	0	0	0	2	0	2	0	2	10	2	0	0	0	16	**16**	0	0	0	0	0	2	2	0	0	4	0	0	0	0	4	2	0	0	0	6	**6**
YC	VICTORY BLVD	ROUTE 17	HAMPTON HWY (RTE 134)	EW	0	2	0	0	0	0	2	0	0	4	0	0	0	0	6	0	2	0	0	8	**8**	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	4	0	2	0	0	8	**8**
YC	VICTORY BLVD	HAMPTON HWY (RTE 134)	BIG BETHEL RD (RTE 600)	EW	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	6	**6**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	VICTORY BLVD	BIG BETHEL RD (RTE 600)	CARYS CHAPEL RD (RTE 782)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	**2**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	**2**
YC	VICTORY BLVD	CARYS CHAPEL RD (RTE 782)	POQUOSON CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2	**2**
YC	WALLER MILL RD	ROUTE 60	MOORETOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**

Data source: HRTPO. **'-' indicates that INRIX data was not collected for that roadway segment so it was not scored using these criteria.**

LEGEND

TRAVEL TIME INDEX (Maximum 16 points) – Based on the highest 15-minute Travel Time Index (TTI) during the peak period.
CONGESTION DURATION (Max. 12 points) – Based on the number of congested 15-minute periods during the peak period.
TOTAL DELAY PER MILE (Max. 12 points) – Based on the total amount of delay in hours that occurs during the peak period per mile of roadway.
FUTURE TRUCK DELAY (Max. 6 points) – Based on the projected weekday truck delay in hours per mile in 2034 on the segment.
NHS/MILITARY/STRAHNET (Max. 12 points) – Based on whether the segment is part of the National Highway System (NHS), Strategic Highway Network (STRAHNET), or is a Roadway Serving the Military according to the Hampton Roads Military Transportation Needs study.
TOTAL AM/PM SCORE (Max. 100 points) – The sum of the scores for the eight listed measures. The higher of the AM and PM scores is used as the segment score.

PICA (Max 12 points) – Based on the peak period Travel Time Index compared to the TTI for a similar roadway.
TRAVEL TIME RELIABILITY (Max. 12 points) – Based on the highest 15-minute Planning Time Index during the peak period.
EXISTING TRUCKS (Max. 6 points) – Based on the total existing volume of trucks on weekdays.
SAFETY (Max. 12 points) – Based on the segment's Potential for Safety Improvement from the Hampton Roads Regional Safety Study 2013/2014 Update.

The CMP Roadway Segment scoring system is described in further detail on page 50.

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
CHES	22ND ST	LIBERTY ST	BERKLEY AVE/NORFOLK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	AIRLINE BLVD	I-664	JOLLIFF RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	AIRLINE BLVD	JOLLIFF RD	PORTSMOUTH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	ATLANTIC AVE	CAMPOSTELLA RD	PROVIDENCE RD	NS	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
CHES	ATLANTIC AVE	PROVIDENCE RD	OLD ATLANTIC AVE	NS	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
CHES	ATLANTIC AVE	OLD ATLANTIC AVE	CAMPOSTELLA RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	BAINBRIDGE BLVD	DOMINION BLVD	GREAT BRIDGE BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	MILITARY HWY	NS	0	0	0	2	2	0	0	4	0	0	0	2	2	0	0	4	4
CHES	BAINBRIDGE BLVD	MILITARY HWY	FREEMAN AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	FREEMAN AVE	SWAIN AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	SWAIN AVE	CHESAPEAKE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	CHESAPEAKE DR	POINDEXTER ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BAINBRIDGE BLVD	POINDEXTER ST	NORFOLK CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	BALLAHACK RD	GEORGE WASHINGTON HWY	OLD BATTLEFIELD BLVD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
CHES	BATTLEFIELD BLVD	NORTH CAROLINA STATE LINE	BALLAHACK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	BALLAHACK RD	GALLBUSH RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	GALLBUSH RD	INDIAN CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	INDIAN CREEK RD	CENTERVILLE TNPK	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	CENTERVILLE TNPK	HILLCREST PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	HILLCREST PKWY	PEACEFUL RD/HILLWELL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	PEACEFUL RD/HILLWELL RD	HANBURY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	HANBURY RD	JOHNSTOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	JOHNSTOWN RD	CEDAR RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	CEDAR RD	GREAT BRIDGE BLVD/KEMPSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BLVD/KEMPSVILLE RD	GREAT BRIDGE BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	GREAT BRIDGE BYPASS	VOLVO PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	VOLVO PKWY	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	I-64	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BATTLEFIELD BLVD	MILITARY HWY	CAMPOSTELLA RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BENEFIT RD	JOHNSTOWN RD	SIGN PINE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	BLACKWATER RD	VIRGINIA BEACH CL	FENTRESS AIRFIELD RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	BRIDGE RD	SUFFOLK CL	CHURCHLAND BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BRUCE RD	TAYLOR RD	TYRE NECK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	BUTTS STATION RD	KEMPSVILLE RD	ELBOW RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	BUTTS STATION RD	ELBOW RD	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAMPOSTELLA RD	GREAT BRIDGE BLVD	MILITARY HWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	CAMPOSTELLA RD	MILITARY HWY	BATTLEFIELD BLVD	NS	0	0	0	2	0	2	0	4	16	8	8	2	0	2	0	36	36
CHES	CAMPOSTELLA RD	BATTLEFIELD BLVD	PROVIDENCE RD	NS	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	2
CHES	CAMPOSTELLA RD	PROVIDENCE RD	ATLANTIC AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	CAMPOSTELLA RD	ATLANTIC AVE	NORFOLK CL/BERKELY AVE EXT	NS	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
CHES	CANAL DR	MILITARY HWY	GEORGE WASHINGTON HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CAVALIER BLVD	MILITARY HWY	PORTSMOUTH CL	NS	0	0	0	6	2	0	0	8	0	0	0	6	2	0	0	8	8
CHES	CEDAR RD	SHIPYARD RD/MOSES GRANDY TR	SCENIC PKWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	CEDAR RD	SCENIC PKWY	MOSES GRANDY TRAIL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	CEDAR RD	DOMINION BLVD	BELLS MILL RD (WEST)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	BELLS MILL RD (WEST)	BELLS MILL RD (EAST)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	BELLS MILL RD (EAST)	BRIARFIELD DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CEDAR RD	BRIARFIELD DR	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	CENTERVILLE TNPK	BATTLEFIELD BLVD	ETHRIDGE MANOR BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	CENTERVILLE TNPK	ETHRIDGE MANOR BLVD	MT PLEASANT RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																			
					NON-DIRECTIONAL																			
					AM PEAK PERIOD									PM PEAK PERIOD										
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
CHES	CENTERVILLE TNPK	MT PLEASANT RD	BUTTS STATION RD	NS	20	14	8	0	2	10	0	54	20	16	8	0	2	10	0	56	**56**
CHES	CENTERVILLE TNPK	BUTTS STATION RD	ELBOW RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	CENTERVILLE TNPK	ELBOW RD	S.E. PARKWAY CORRIDOR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	CENTERVILLE TNPK	S.E. PARKWAY CORRIDOR	VA BEACH CL	NS	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	**2**
CHES	CHURCHLAND BLVD	WESTERN BRANCH BLVD	TOWNE POINT RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	CHURCHLAND BLVD	TOWNE POINT RD	PORTSMOUTH CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	DOCK LANDING RD	JOLLIFF RD	I-664	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	DOCK LANDING RD	I-664	EAGLE HILL DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	DOCK LANDING RD	EAGLE HILL DR	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	DOMINION BLVD	GEORGE WASHINGTON HWY	CEDAR RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	DOMINION BLVD/STEEL BRIDGE	CEDAR RD	BAINBRIDGE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	DOMINION BLVD	BAINBRIDGE BLVD	GREAT BRIDGE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	EDINBURGH PKWY/ST BRIDES RD	SIGN PINE RD	HILLCREST PKWY	NS	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	**2**
CHES	ELBOW RD	BUTTS STATION RD	CENTERVILLE TNPK	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	ELBOW RD	CENTERVILLE TNPK	VA BEACH CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	ETHERIDGE MANOR RD	HILLWELL RD	RIVER GATE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	ETHERIDGE MANOR RD	RIVER GATE RD	CENTERVILLE TPKE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	FENTRESS AIRFIELD RD	BLACKWATER RD	MOUNT PLEASANT RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	FREEMAN AVE	I-464	BAINBRIDGE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	GEORGE WASHINGTON HWY	NORTH CAROLINA STATE LINE	DOMINION BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GEORGE WASHINGTON HWY	DOMINION BLVD	GW HWY RELOCATED	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GEORGE WASHINGTON HWY	GW HWY RELOCATED	MOSES GRANDY TR @ HINTON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GW HWY (DEEP CREEK BRIDGE)	MOSES GRANDY TR @ HINTON AVE	MILL CREEK PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GEORGE WASHINGTON HWY	MILL CREEK PKWY	WILLOWOOD DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GEORGE WASHINGTON HWY	WILLOWOOD DR	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GEORGE WASHINGTON HWY	I-64	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GEORGE WASHINGTON HWY	MILITARY HWY	CANAL DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GEORGE WASHINGTON HWY	CANAL DR	PORTSMOUTH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREAT BRIDGE BLVD	BAINBRIDGE BLVD	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREAT BRIDGE BLVD	CAMPOSTELLA RD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREAT BRIDGE BLVD	I-64	DOMINION BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREAT BRIDGE BLVD	DOMINION BLVD	RIVERWALK PKWY WEST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREAT BRIDGE BLVD	RIVERWALK PKWY WEST	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREENBRIER PKWY	KEMPSVILLE RD	VOLVO PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREENBRIER PKWY	VOLVO PKWY	EDEN WAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREENBRIER PKWY	EDEN WAY	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREENBRIER PKWY	I-64	WOODLAKE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	GREENBRIER PKWY	WOODLAKE DR	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	HANBURY RD	JOHNSTOWN RD	BATTLEFIELD BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	HANBURY RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	HANBURY RD	CHESAPEAKE EXPRESSWAY	HILLWELL RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	HILLCREST PKWY	EDINBURGH PKWY	CHESAPEAKE EXPRESSWAY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	HILLCREST PKWY	CHESAPEAKE EXPRESSWAY	BATTLEFIELD BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	INDIAN RIVER RD	NORFOLK CL	KEMP LANE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	INDIAN RIVER RD	KEMP LANE	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	JOHNSTOWN RD	BENEFIT RD	STONEGATE PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	JOHNSTOWN RD	STONEGATE PKWY	HANBURY RD	NS	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	**2**
CHES	JOHNSTOWN RD	HANBURY RD	PARKER RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	JOHNSTOWN RD	PARKER RD	BATTLEFIELD BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	JOLLIFF RD	AIRLINE BLVD	DOCK LANDING RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
CHES	JOLLIFF RD	DOCK LANDING RD	PORTSMOUTH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	KEMPSVILLE RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	KEMPSVILLE RD	CHESAPEAKE EXPRESSWAY	GREENBRIER PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	KEMPSVILLE RD	GREENBRIER PKWY	VOLVO PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	KEMPSVILLE RD	VOLVO PKWY	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	LIBERTY ST	SCL NORFOLK	22ND ST	EW	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
CHES	LIBERTY ST	22ND ST	POINDEXTER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	LIBERTY ST	POINDEXTER RD	OLD ATLANTIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	LIBERTY ST	OLD ATLANTIC AVE	CAMPOSTELLA RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	MILITARY HWY	AIRLINE BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	I-64	CAVALIER BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	CAVALIER BLVD	GEORGE WASHINGTON HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	GEORGE WASHINGTON HWY	CANAL DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY/GILMERTON BRIDGE	CANAL DR	BAINBRIDGE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	BAINBRIDGE BLVD	I-464	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	I-464	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	CAMPOSTELLA RD	BATTLEFIELD BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	BATTLEFIELD BLVD	ALLISON DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	ALLISON DR	GREENBRIER PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MILITARY HWY	GREENBRIER PKWY	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MLK HWY (FORMER DOMINION BLVD)	GREAT BRIDGE BLVD	CHESAPEAKE EXPRESSWAY	NS	0	0	0	6	6	0	8	20	0	0	0	6	6	0	8	20	20
CHES	MOSES GRANDY TRAIL	GW HWY @ HINTON AVE	SHIPYARD/CEDAR RD/GW HWY RELOC	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOSES GRANDY TRAIL	SHIPYARD RD/CEDAR RD	CEDAR RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOSES GRANDY TRAIL	CEDAR RD	DOMINION BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	MOUNT PLEASANT RD	BATTLEFIELD BLVD	CHESAPEAKE EXPRESSWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOUNT PLEASANT RD	CHESAPEAKE EXPRESSWAY	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOUNT PLEASANT RD	CENTERVILLE TNPK	FENTRESS AIRFIELD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	MOUNT PLEASANT RD	FENTRESS AIRFIELD RD	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	OLD ATLANTIC AVE	ATLANTIC AVE	LIBERTY ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	OLD BATTLEFIELD BLVD	BALLAHACK RD	BATTLEFIELD BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	POINDEXTER ST (S NORFOLK JORDAN B	PORTSMOUTH CL	I-464	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	POINDEXTER ST	I-464	BAINBRIDGE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	POINDEXTER ST	BAINBRIDGE BLVD	LIBERTY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	POPLAR HILL RD	WESTERN BRANCH BLVD	CHURCHLAND BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	PORTSMOUTH BLVD	SUFFOLK CL	JOLLIFF RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PORTSMOUTH BLVD	JOLLIFF RD	I-664	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PORTSMOUTH BLVD	I-664	TAYLOR RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PORTSMOUTH BLVD	TAYLOR RD	DOCK LANDING RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PORTSMOUTH BLVD	DOCK LANDING RD	PORTSMOUTH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PROVIDENCE RD	ATLANTIC AVE	CAMPOSTELLA RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	PROVIDENCE RD	CAMPOSTELLA RD	VA BEACH CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	PUGHSVILLE RD	SUFFOLK CL	I-664	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	PUGHSVILLE RD	I-664	TAYLOR RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	SIGN PINE RD	EDINBURGH PKWY	BENEFIT RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CHES	TAYLOR RD	PORTSMOUTH BLVD	ELIZABETH HARBOR RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	TAYLOR RD	ELIZABETH HARBOR RD	BRUCE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	TAYLOR RD	BRUCE RD	PUGHSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	TAYLOR RD	PUGHSVILLE RD	WESTERN BRANCH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	TOWNE POINT RD	PORTSMOUTH CL	CHURCHLAND BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CHES	TYRE NECK RD	BRUCE RD	SILVERWOOD BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
CHES	TYRE NECK RD	SILVERWOOD BLVD	PORTSMOUTH CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHES	VOLVO PKWY	BATTLEFIELD BLVD	GREENBRIER PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	VOLVO PKWY	GREENBRIER PKWY	EDEN WAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	VOLVO PKWY	EDEN WAY	KEMPSVILLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	VOLVO PKWY	KEMPSVILLE RD	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	WESTERN BRANCH BLVD	CHURCHLAND BLVD	TAYLOR RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
CHES	WESTERN BRANCH BLVD	TAYLOR RD	PORTSMOUTH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
FR	ARMORY DR	ROUTE 58	BAILEY DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	ARMORY DR	BAILEY DR	COLLEGE DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	ARMORY DR	COLLEGE DR	GARDNER ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	ARMORY DR/SECOND AVE	GARDNER ST	HIGH ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	CLAY ST	SOUTHAMPTON CL	COLLEGE DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	CLAY ST	COLLEGE DR	HOMESTEAD RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	CLAY ST	HOMESTEAD RD	LEE ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	CLAY ST/FOURTH AVE	LEE ST	HIGH ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	COLLEGE DR	SOUTH ST	ARMORY DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	COLLEGE DR	ARMORY DR	CLAY ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	FAIRVIEW DR	HUNTERDALE RD	CRESENT DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	FAIRVIEW DR	CRESENT DR	HIGH ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	FOURTH AVE/MECHANIC ST	HIGH ST	SECOND AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	HIGH ST	SOUTH ST	SECOND AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	HIGH ST	SECOND AVE	FOURTH AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	HIGH ST	FOURTH AVE	HOMESTEAD RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	HIGH ST	HOMESTEAD RD	FAIRVIEW DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	HUNTERDALE RD	CLAY ST	FAIRVIEW DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	MAIN ST	SOUTH ST	SECOND AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
FR	PRETLOW ST	ROUTE 58	MORTON ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	PRETLOW ST	MORTON ST	LAUREL ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	PRETLOW ST	LAUREL ST	SOUTH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	SECOND AVE	HIGH ST	MAIN ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FR	SECOND AVE	MAIN ST	MECHANIC ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
FR	SECOND AVE	MECHANIC ST	ISLE OF WIGHT CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
FR	SOUTH ST	ROUTE 58	COLLEGE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
FR	SOUTH ST	COLLEGE DR	PRETLOW ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
FR	SOUTH ST	PRETLOW ST	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
FR	SOUTH ST	HIGH ST	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	BELROI RD	HICKORY FORK RD	ROUTE 17	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
GLO	GUINEA RD	ROUTE 17	MARYUS RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
GLO	HICKORY FORK RD	ROUTE 17	BELROI RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
GLO	ROUTE 3/14	RTE 17 BUS	COW CREEK	EW	0	0	0	0	6	0	0	6	0	0	0	0	6	0	0	6	**6**
GLO	ROUTE 3/14	COW CREEK	MATHEWS CL	EW	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	**2**
GLO	ROUTE 14	KING AND QUEEN CL	ROUTE 17	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
GLO	ROUTE 17 (COLEMAN BRIDGE)	YORK CL	RTE 216 (GUINEA RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	ROUTE 17	RTE 216 (GUINEA RD)	RTE 614 (HICKORY FORK RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	ROUTE 17	RTE 614 (HICKORY FORK RD)	RTE 17 BUS S (MAIN ST)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	ROUTE 17	RTE 17 BUS S (MAIN ST)	RTE 17 BUS N (MAIN ST)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	ROUTE 17	RTE 17 BUS N (MAIN ST)	RTE 606 (ARK RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	ROUTE 17	RTE 606 (ARK RD)	ROUTE 14	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	ROUTE 17	ROUTE 14	ROUTES 33/198	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
GLO	ROUTE 17	ROUTES 33/198	MIDDLESEX CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
GLO	ROUTE 33	KING AND QUEEN CL	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GLO	ROUTE 198	ROUTE 17	RTE 601 (PAMPA RD)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GLO	ROUTE 198	RTE 601 (PAMPA RD)	RTE 606 (HARCUM RD)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GLO	ROUTE 198	RTE 606 (HARCUM RD)	MATHEWS CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GLO	MAIN ST (BUS RTE 17)	RTE 17 (SOUTH INTERSECTION)	RTE 3/14E	NS	0	0	0	0	4	0	0	4	0	0	0	0	4	0	0	4	4
HAM	ABERDEEN RD	NEWPORT NEWS CL	PEMBROKE AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	ABERDEEN RD	PEMBROKE AVE	I-664	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ABERDEEN RD	I-664	BRIARFIELD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ABERDEEN RD	BRIARFIELD RD	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ABERDEEN RD	MERCURY BLVD	TODDS LA	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ARMISTEAD AVE	COMMANDER SHEPPARD BLVD	HRC PARKWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ARMISTEAD AVE	HRC PARKWAY	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ARMISTEAD AVE	MERCURY BLVD	PINE CHAPEL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ARMISTEAD AVE	PINE CHAPEL RD	LASALLE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ARMISTEAD AVE	LASALLE AVE	RIP RAP RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ARMISTEAD AVE	RIP RAP RD	PEMBROKE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	ARMISTEAD AVE	PEMBROKE AVE	SETTLERS LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	BIG BETHEL RD	TODDS LANE	HRC PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	BIG BETHEL RD	HRC PKWY	THOMAS NELSON DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	BIG BETHEL RD	THOMAS NELSON DR	SAUNDERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	BIG BETHEL RD	SAUNDERS RD	SEMPLE FARM RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	BIG BETHEL RD	SEMPLE FARM RD	YORK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	BRIARFIELD RD	NEWPORT NEWS CL	ABERDEEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	BRIARFIELD RD	ABERDEEN RD	POWER PLANT PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	CHESTNUT AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	BIG BETHEL RD	NORTH CAMPUS PKWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	COMMANDER SHEPPARD BLVD	NORTH CAMPUS PKWY	MAGRUDER BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	COMMANDER SHEPPARD BLVD	MAGRUDER BLVD	ARMISTEAD AVE	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
HAM	COMMANDER SHEPPARD BLVD	ARMISTEAD AVE	NASA MAIN GATE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	NASA MAIN GATE	WYTHE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COMMANDER SHEPPARD BLVD	WYTHE CREEK RD	MAGRUDER BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	COLISEUM DR	CONVENTION CENTER BLVD	PINE CHAPEL RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	COLISEUM DR	PINE CHAPEL RD	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COLISEUM DR	MERCURY BLVD	MARCELLA DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	COLISEUM DR	MARCELLA DR	HRC PARKWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	CONVENTION CENTER BLVD	COLISEUM DR	ARMISTEAD AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	COUNTY ST	WOODLAND RD	MALLORY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	CUNNINGHAM DR	TODDS LA	COLISEUM DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	CUNNINGHAM DR	COLISEUM DR	MERCURY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	FOX HILL RD	OLD BUCKROE RD	WOODLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	FOX HILL RD	WOODLAND RD	MERCURY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	HARRIS CREEK RD	FOX HILL RD	LITTLE BACK RIVER RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	HRC PARKWAY	NEWPORT NEWS CL	BIG BETHEL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	HRC PARKWAY	BIG BETHEL RD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	HRC PARKWAY	I-64	MAGRUDER BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	HRC PARKWAY	MAGRUDER BLVD	COLISEUM DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	HRC PARKWAY	COLISEUM DR	ARMISTEAD AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KECOUGHTAN RD	NEWPORT NEWS CL	POWHATAN PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KECOUGHTAN RD	POWHATAN PKWY	LASALLE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KECOUGHTAN RD	LASALLE AVE	VICTORIA BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
HAM	KECOUGHTAN RD	VICTORIA BLVD	SETTLERS LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	PEMBROKE AVE	I-64 OVERPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	I-64 OVERPASS	RIP RAP RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	RIP RAP RD	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	MERCURY BLVD	OLD FOX HILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	OLD FOX HILL RD	LITTLE BACK RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	LITTLE BACK RIVER RD	LAMINGTON RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	LAMINGTON RD	OLD BUCKINGHAM RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	KING ST	OLD BUCKINGHAM RD	LANGLEY AFB	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LASALLE AVE	KECOUGHTAN RD	VICTORIA BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LASALLE AVE	VICTORIA BLVD	SETTLERS LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LASALLE AVE	SETTLERS LANDING RD	PEMBROKE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LASALLE AVE	PEMBROKE AVE	ARMISTEAD AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LASALLE AVE	ARMISTEAD AVE	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LASALLE AVE	MERCURY BLVD	LANGLEY GATE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	LITTLE BACK RIVER RD	KING ST	ROCKWELL RD	EW	12	8	4	0	0	2	0	26	12	10	4	0	0	2	0	28	28
HAM	LITTLE BACK RIVER RD	ROCKWELL RD	HARRIS CREEK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	MAGRUDER BLVD	YORK CL	SEMPLE FARM RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MAGRUDER BLVD	SEMPLE FARM RD	COMM SHEPPARD BLVD (SOUTH)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MAGRUDER BLVD	COMM SHEPPARD BLVD (SOUTH)	HRC PARKWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MAGRUDER BLVD	HRC PARKWAY	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MALLORY ST	I-64	COUNTY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MALLORY ST	COUNTY ST	MERCURY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MALLORY ST	MERCURY BLVD	PEMBROKE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MELLEN ST	MERCURY BLVD	MALLORY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	NEWPORT NEWS CL	BIG BETHEL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	BIG BETHEL RD	ABERDEEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	ABERDEEN RD	POWER PLANT PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	POWER PLANT PKWY	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	I-64	COLISEUM DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	COLISEUM DR	CUNNINGHAM DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	CUNNINGHAM DR	ARMISTEAD AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	ARMISTEAD AVE	LASALLE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	LASALLE AVE	KING ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	KING ST	FOX HILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	FOX HILL RD	ANDREWS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	ANDREWS BLVD	PEMBROKE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	PEMBROKE AVE	WOODLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	WOODLAND RD	MALLORY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	MERCURY BLVD	MALLORY ST	MELLEN ST/INGALLS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	OLD BUCKROE RD	PEMBROKE AVE	FOX HILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	NEWPORT NEWS CL	ABERDEEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	ABERDEEN RD	POWHATAN PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	POWHATAN PKWY	SETTLERS LANDING RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	SETTLERS LANDING RD	LASALLE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	LASALLE AVE	ARMISTEAD AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	ARMISTEAD AVE	KING ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	KING ST	EATON ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	EATON ST	BARRON ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	BARRON ST	MERCURY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																	
					NON-DIRECTIONAL																	
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
HAM	PEMBROKE AVE	MERCURY BLVD	WOODLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	WOODLAND RD	OLD BUCKROE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	PEMBROKE AVE	OLD BUCKROE RD	MALLORY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	POWER PLANT PKWY	I-664	BRIARFIELD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	POWER PLANT PKWY	BRIARFIELD RD	PINE CHAPEL RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	POWER PLANT PKWY	PINE CHAPEL RD	MERCURY BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	POWHATAN PKWY	KECOUGHTAN RD	PEMBROKE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	POWHATAN PKWY	PEMBROKE AVE	I-664	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	QUEEN ST	BRIARFIELD RD	MICHIGAN DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	QUEEN ST	MICHIGAN DR	PEMBROKE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	RIP RAP RD	ARMISTEAD AVE	I-64	NS	4	2	2	0	0	4	0	12	4	2	2	0	0	4	0	12	12
HAM	RIP RAP RD	I-64	KING ST	NS	0	0	0	0	0	4	0	4	20	12	8	0	0	4	0	44	44
HAM	ROANOKE AVE	NEWPORT NEWS CL	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SAUNDERS RD	NEWPORT NEWS CL	BIG BETHEL RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	SETTLERS LANDING RD	PEMBROKE AVE	LASALLE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SETTLERS LANDING RD	LASALLE AVE	KECOUGHTAN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SETTLERS LANDING RD	KECOUGHTAN RD	ARMISTEAD AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SETTLERS LANDING RD	ARMISTEAD AVE	EATON ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SETTLERS LANDING RD	EATON ST	TYLER ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	SETTLERS LANDING RD	TYLER ST	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	TODDS LA	NEWPORT NEWS CL	BIG BETHEL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	TODDS LA	BIG BETHEL RD	ABERDEEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	TODDS LA	ABERDEEN RD	CUNNINGHAM DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	TODDS LA	CUNNINGHAM DR	MERCURY BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	WOODLAND RD	I-64	COUNTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	WOODLAND RD	COUNTY ST	MERCURY BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
HAM	WOODLAND RD	MERCURY BLVD	PEMBROKE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	WOODLAND RD	PEMBROKE AVE	FOX HILL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HAM	WYTHE CREEK RD	COMMANDER SHEPPARD BLVD	POQUOSON CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BATTERY PARK RD	S CHURCH ST	NIKE PARK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	BATTERY PARK RD	NIKE PARK RD	COUNTRY WAY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	BENNS CHURCH BLVD	SUFFOLK CL	RIDDICK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BENNS CHURCH BLVD	RIDDICK RD	ROUTE 10 & 32 (BREWERS NECK BLVD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BENNS CHURCH BLVD	ROUTE 10 & 32 (BREWERS NECK BLVD)	ECL SMITHFIELD (RTE 644)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BENNS CHURCH BLVD	ECL SMITHFIELD (RTE 644)	CHURCH ST S	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BREWERS NECK BLVD	ROUTE 10 & 32 (BENN'S CHURCH)	RTE 670	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BREWERS NECK BLVD	RTE 670	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUCKHORN DR	SUFFOLK CL	SUNSET DR (RTE 609)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	BUCKHORN DR	SUNSET DR (RTE 609)	SCL WINDSOR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	BUS ROUTE 10	NCL SMITHFIELD	JENKINS LANE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	BUS ROUTE 10	JENKINS LANE	RT 10 BYPASS	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	BUS RTE 58/BUS RTE 258	FRANKLIN CL	JAMESTOWN LN (RTE 691)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS RTE 58/BUS RTE 258	JAMESTOWN LN (RTE 691)	ROUTE 258	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	BUS ROUTE 58	ROUTE 258	SUFFOLK CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	CARROLLTON BLVD	SUFFOLK CL	WEST END CHUCKATUCK BRIDGE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CARROLLTON BLVD	WEST END CHUCKATUCK BRIDGE	ROUTE 258	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CARROLLTON BLVD	ROUTE 258	SMITH'S NECK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CARROLLTON BLVD/JAMES RIVER BR	SMITH'S NECK RD	NEWPORT NEWS CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
IW	CHURCH ST S	RTE 10 BYPASS	BATTERY PARK RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IW	CHURCH ST S	BATTERY PARK RD	CYPRESS CREEK BRIDGE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																		
					NON-DIRECTIONAL																		
					AM PEAK PERIOD									PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
IW	CHURCH ST S	CYPRESS CREEK BRIDGE	MAIN ST	NS	0	0	0	0	0	0	0	0	12	8	4	0	0	0	0	24	**24**
IW	CHURCH ST N	MAIN ST	SMITHFIELD CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	COURT ST	SCL WINDSOR/BUCKHORN DR	ROUTE 460	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	MAIN ST	ROUTE 10 BYPASS	CHURCH ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	NIKE PARK RD	BATTERY PARK RD	TITUS CREEK DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	RESCUE RD	NEWPORT ST (RTE 1002)	SMITH'S NECK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	ROUTE 10 (OLD STAGE HWY)	BUS RTE 10	IW/SURRY CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 10 BYPASS	CHURCH ST S	FAIRWAY DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 10 BYPASS	FAIRWAY DR	MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 10 BYPASS	MAIN ST	NCL SMITHFIELD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 10 BYPASS	NCL SMITHFIELD	BUS RTE 10	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	SUFFOLK CL	UNION CAMP DR (RTE 656)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	ROUTE 258	UNION CAMP DR (RTE 656)	CARRSVILLE HWY (BUS RTE 58)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	ROUTE 258	CARRSVILLE HWY (BUS RTE 58)	BURDETTE RD (W RTE 619)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	BURDETTE RD (W RTE 619)	RIVER RUN TRAIL (W RTE 614)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	RIVER RUN TRAIL (W RTE 614)	BLACKWATER RD (RTE 603)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	BLACKWATER RD (RTE 603)	WCL WINDSOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	WCL WINDSOR	ROUTE 460	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	ROUTE 460	ECL WINDSOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	ECL WINDSOR	COURT ST NORTH (RTE 610)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	COURT ST NORTH (RTE 610)	IRON MINE SPRINGS RD (RTE 605)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	IRON MINE SPRINGS RD (RTE 605)	CENTRAL HILL RD (W RTE 637)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	CENTRAL HILL RD (W RTE 637)	SCOTTS FACTORY RD (RTE 620)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258	SCOTTS FACTORY RD (RTE 620)	WCL SMITHFIELD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 258/N MAIN ST	WCL SMITHFIELD	RTE 10 BYPASS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 460	SOUTHAMPTON CL	FIRETOWER RD (RTE 644)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 460	FIRETOWER RD (RTE 644)	WCL WINDSOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 460	WCL WINDSOR	ROUTE 258	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 460	ROUTE 258	COURT ST (RTE 610)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 460	COURT ST (RTE 610)	ECL WINDSOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	ROUTE 460	ECL WINDSOR	SUFFOLK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
IW	SMITH'S NECK RD	CARROLLTON BLVD	REYNOLDS DR	NS	6	2	2	0	0	2	0	12	6	2	2	0	0	2	0	12	**12**
IW	SMITH'S NECK RD	REYNOLDS DR	TITUS CREEK DR	NS	6	2	2	0	0	2	0	12	0	0	0	0	0	2	0	2	**12**
IW	SMITH'S NECK RD	TITUS CREEK DR	RESCUE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	TITUS CREEK DR	SMITH'S NECK RD	NIKE PARK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
IW	TODD AVE/WARWICK ST	COUNTRY WAY	NEWPORT ST (RTE 1002)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	BARHAMSVILLE RD	I-64	ROUTE 60	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
JCC	CENTERVILLE RD	JOHN TYLER HWY	MONTICELLO AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	CENTERVILLE RD	MONTICELLO AVE	NEWS RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	CENTERVILLE RD	NEWS RD	LONGHILL RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	CENTERVILLE RD	LONGHILL RD	RICHMOND RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	COLONIAL NATL HIST PKWY	JAMESTOWN/RTE 359	WILLIAMSBURG CL/RTE 199	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	CROAKER RD	ROUTE 60	MAXTON LN (RTE 760)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	CROAKER RD	MAXTON LN (RTE 760)	I-64	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	CROAKER RD	I-64	FENTON MILL RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	CROAKER RD	FENTON MILL RD	RIVERVIEW RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	DEPUE DR	LONGHILL RD (RTE 612)	IRONBOUND RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	IRONBOUND RD	STRAWBERRY PLAINS RD	MONTICELLO AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	IRONBOUND RD	MONTICELLO AVE	WILLIAMSBURG CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JCC	IRONBOUND RD/NEWS RD	JOHN TYLER HWY	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WITHOUT INRIX SPEED DATA																NON-DIR SEGMENT SCORE
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
					VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	
JCC	IRONBOUND RD/SANDY BAY RD	JAMESTOWN RD	JOHN TYLER HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JAMESTOWN RD	JAMES RIVER/FERRY	COLONIAL PARKWAY (RTE 359)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JCC	JAMESTOWN RD	COLONIAL PARKWAY (RTE 359)	SANDY BAY RD (RTE 681)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JAMESTOWN RD	SANDY BAY RD (RTE 681)	NECK-O-LAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JAMESTOWN RD	NECK-O-LAND RD	WILLIAMSBURG CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JOHN TYLER HWY	CHARLES CITY CL	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JOHN TYLER HWY	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	IRONBOUND RD (RTE 615)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JOHN TYLER HWY	IRONBOUND RD (RTE 615)	STANLEY DR (RTE 712)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	JOHN TYLER HWY	STANLEY DR (RTE 712)	ROUTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	LONGHILL RD	CENTERVILLE RD (RTE 614)	OLDE TOWNE RD (RTE 658)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JCC	LONGHILL RD	OLDE TOWNE RD (RTE 658)	ROUTE 199	EW	0	0	0	0	0	2	0	2	16	8	8	0	0	2	0	34	34
JCC	LONGHILL RD	ROUTE 199	DEPUE DR	EW	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	2
JCC	MERRIMAC TRL	NEWPORT NEWS CL @ I-64	YORK CL (SOUTH OF GROVE INT)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MERRIMAC TRL	YORK CL @ ROUTE 199	PENNIMAN RD (YORK CL)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	MONTICELLO AVE	JOHN TYLER HWY	CENTERVILLE RD (RTE 614)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JCC	MONTICELLO AVE	CENTERVILLE RD (RTE 614)	NEWS RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JCC	MONTICELLO AVE	NEWS RD	ROUTE 199	EW	0	0	0	2	4	2	0	8	20	10	20	2	4	2	0	58	58
JCC	MONTICELLO AVE	ROUTE 199	IRONBOUND RD (RTE 615)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JCC	OLD STAGE RD	NEW KENT CL	BARNES RD (RTE 601 S)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	OLD STAGE RD	BARNES RD (RTE 601 S)	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	OLDE TOWNE RD	LONGHILL RD	RICHMOND RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
JCC	POCAHONTAS TRL	WILLIAMSBURG CL	YORK CL @ 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	POCAHONTAS TRL	YORK CL	BASF RD/ROUTE 60 RELOCATION	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	POCAHONTAS TRL	BASF RD/ROUTE 60 RELOCATION	NEWPORT NEWS CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	RICHMOND RD	ROUTE 199	OLDE TOWNE RD (RTE 658)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	RICHMOND RD	OLDE TOWNE RD (RTE 658)	WILLIAMSBURG CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROCHAMBEAU DR	ROUTE 60	0.7 MI EAST OF ASHINGTON WAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROCHAMBEAU DR	0.7 MI EAST OF ASHINGTON WAY	CROAKER RD (RTE 607)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 199	JOHN TYLER HWY (RTE 5)	WILLIAMSBURG CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 199	WILLIAMSBURG CL	HENRY ST/COLONIAL PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 199	HENRY ST/COLONIAL PKWY	MOUNTS BAY RD/QUARTERPATH RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 199	MOUNTS BAY RD/QUARTERPATH RD	RTE 60/RTE 143/YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 60	NEW KENT CL	ROUTE 30	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 60	ROUTE 30	CROAKER RD (RTE 607)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 60	CROAKER RD (RTE 607)	LIGHTFOOT RD (RTE 646)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 60	LIGHTFOOT RD (RTE 646)	CENTERVILLE RD (RTE 614)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	ROUTE 60	CENTERVILLE RD (RTE 614)	ROUTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
JCC	STRAWBERRY PLAINS RD	JOHN TYLER HWY/ROUTE 199	IRONBOUND RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	23RD/25TH CONNECTOR	HUNTINGTON AVE	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	25TH ST	JEFFERSON AVE	26TH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	25TH ST	26TH ST	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	26TH ST	25TH ST	ROANOKE AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	26TH ST	ROANOKE AVE	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	26TH ST	JEFFERSON AVE	WARWICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	26TH ST	WARWICK BLVD	HUNTINGTON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	39TH ST	HUNTINGTON AVE	MADISON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	39TH ST	MADISON AVE	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	BLAND BLVD	WARWICK BLVD	I-64	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	BLAND BLVD	I-64	JEFFERSON AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WITHOUT INRIX SPEED DATA																	NON-DIR SEGMENT SCORE
					NON-DIRECTIONAL																	
					AM PEAK PERIOD									PM PEAK PERIOD								
					VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	
NN	BLAND BLVD	JEFFERSON AVE	McMANUS BLVD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
NN	BRIARFIELD RD	JEFFERSON AVE	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	BUXTON AVE	HAMPTON CL	25TH ST	NS	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	**2**
NN	CENTER AVE	WARWICK BLVD	JEFFERSON AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NN	CHESTNUT AVE	39TH ST	44TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CHESTNUT AVE	44TH ST	BRIARFIELD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	CHESTNUT AVE	BRIARFIELD RD	HAMPTON CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	DENBIGH BLVD	LUCAS CREEK RD	WARWICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	DENBIGH BLVD	WARWICK BLVD	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	DENBIGH BLVD	JEFFERSON AVE	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	DILIGENCE DR	THIMBLE SHOALS BLVD	J CLYDE MORRIS BLVD	EW	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	**2**
NN	FORT EUSTIS BLVD	WARWICK BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	FORT EUSTIS BLVD	I-64	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	FORT EUSTIS BLVD	JEFFERSON AVE	.54 MILES EAST OF RTE 143	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	FORT EUSTIS BLVD	.54 MILES EAST OF RTE 143	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HRC PARKWAY	HARPERSVILLE RD	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HARPERSVILLE RD	J CLYDE MORRIS BLVD	SAUNDERS RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NN	HARPERSVILLE RD	SAUNDERS RD	HRC PARKWAY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NN	HARPERSVILLE RD	HRC PARKWAY	JEFFERSON AVE	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
NN	HARPERSVILLE RD	JEFFERSON AVE	WARWICK BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NN	HUNTINGTON AVE	71ST ST	39TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HUNTINGTON AVE	39TH ST	26TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	HUNTINGTON AVE	26TH ST	23RD ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
NN	J CLYDE MORRIS BLVD	WARWICK BLVD	JEFFERSON AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
NN	J CLYDE MORRIS BLVD	JEFFERSON AVE	THIMBLE SHOALS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	THIMBLE SHOALS BLVD	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	I-64	HARPERSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	J CLYDE MORRIS BLVD	HARPERSVILLE RD	YORK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	JAMES CITY CL	YORKTOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	YORKTOWN RD	FORT EUSTIS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	FORT EUSTIS BLVD	FUTURE ATKINSON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	FUTURE ATKINSON BLVD	DENBIGH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	DENBIGH BLVD	BLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	BLAND BLVD	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	I-64	OYSTER POINT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	OYSTER POINT RD	MUELLER LA	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	MUELLER LA	MIDDLE GROUND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	MIDDLE GROUND BLVD	J CLYDE MORRIS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	HARPERSVILLE RD	MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	MAIN ST	CENTER AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	CENTER AVE	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	MERCURY BLVD	BRIARFIELD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	BRIARFIELD RD	41ST ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	41ST ST	35TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	JEFFERSON AVE	35TH ST	25TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MAIN ST	WARWICK BLVD	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MAIN ST	JEFFERSON AVE	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MCMANUS BLVD/SIEMENS WAY	DENBIGH BLVD	BLAND BLVD	NS	0	0	0	0	0	2	0	2	6	2	2	0	0	2	0	12	**12**
NN	MERCURY BLVD/JAMES RIVER BR	ISLE OF WIGHT CL	RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
NN	MERCURY BLVD	RIVER RD	WARWICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MERCURY BLVD	WARWICK BLVD	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	MERCURY BLVD	JEFFERSON AVE	HAMPTON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	OYSTER POINT RD	WARWICK BLVD	JEFFERSON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	OYSTER POINT RD	JEFFERSON AVE	CANON BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	OYSTER POINT RD	CANON BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	RICHNECK RD	DENBIGH BLVD	JEFFERSON AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	RICHNECK RD	JEFFERSON AVE	OLD YORK CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	RICHNECK RD	OLD YORK CL	FORT EUSTIS BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	ROANOKE AVE	I-664	43RD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	ROANOKE AVE	43RD ST	BRIARFIELD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	ROANOKE AVE	BRIARFIELD RD	HAMPTON CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	SAUNDERS RD	HARPERSVILLE RD	HAMPTON CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	SHELLABARGER DR	FORT EUSTIS	WARWICK BLVD	EW	12	16	8	0	0	0	8	44	12	16	8	0	0	0	8	44	44
NN	THIMBLE SHOALS BLVD	JEFFERSON AVE	DILIGENCE DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	THIMBLE SHOALS BLVD	DILIGENCE DR	J CLYDE MORRIS BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	VICTORY BLVD	I-64	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	JAMES CITY CL	YORKTOWN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	YORKTOWN RD	FORT EUSTIS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	FORT EUSTIS BLVD	SNIDOW BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	SNIDOW BLVD	DENBIGH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	DENBIGH BLVD	BLAND BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	BLAND BLVD	OYSTER POINT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	OYSTER POINT RD	MAXWELL LN	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	MAXWELL LN	DEEP CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	DEEP CREEK RD	J CLYDE MORRIS BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	J CLYDE MORRIS BLVD	HARPERSVILLE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	HARPERSVILLE RD	MAIN ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	MAIN ST	CENTER AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	CENTER AVE	MERCURY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	MERCURY BLVD	HUNTINGTON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	23RD ST	39TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	WARWICK BLVD	39TH ST	HUNTINGTON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NN	YORKTOWN RD	WARWICK BLVD	I-64	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NN	YORKTOWN RD	I-64	JEFFERSON AVE	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
NN	YORKTOWN RD	JEFFERSON AVE	CRAWFORD RD	EW	8	2	4	0	2	2	12	30	0	0	0	0	2	2	12	16	30
NN	YORKTOWN RD	CRAWFORD RD	YORK CL	EW	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	12	12
NOR	21ST ST	HAMPTON BLVD	COLLEY AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	21ST ST	COLLEY AVE	LLEWELLYN ST	EW	0	0	0	0	0	0	0	0	6	2	2	0	0	0	0	10	10
NOR	21ST ST	LLEWELLYN ST	MONTICELLO AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	26TH ST	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	26TH ST	COLLEY AVE	LLEWELLYN AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	26TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	26TH ST	MONTICELLO AVE	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	26TH ST	CHURCH ST	27TH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	27TH ST	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	27TH ST	COLLEY AVE	LLEWELLYN AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	27TH ST	LLEWELLYN AVE	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	27TH ST	MONTICELLO AVE	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	27TH ST	CHURCH ST	26TH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																	
					NON-DIRECTIONAL																	
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
NOR	38TH ST	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	38TH ST	COLLEY AVE	LLEWELLYN AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	38TH ST	LLEWELLYN AVE	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	4TH VIEW ST	I-64	OCEAN VIEW AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ADMIRAL TAUSSIG BLVD	HAMPTON BLVD	I-564	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	AZALEA GARDEN RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	AZALEA GARDEN RD	PRINCESS ANNE RD	SEWELLS POINT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	AZALEA GARDEN RD	SEWELLS POINT RD	ROBIN HOOD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	AZALEA GARDEN RD	ROBIN HOOD RD	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	AZALEA GARDEN RD	I-64	MILITARY HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	AZALEA GARDEN RD	MILITARY HWY	NORVIEW AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	AZALEA GARDEN RD	NORVIEW AVE	LITTLE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAINBRIDGE BLVD	CHESAPEAKE CL	S MAIN ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BALLENTINE BLVD	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BALLENTINE BLVD	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BALLENTINE BLVD	PRINCESS ANNE RD	CHESAPEAKE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAY AVE	FIRST VIEW ST	I-64	EW	0	0	0	0	0	0	8	8	16	8	16	0	0	0	8	48	48
NOR	BAY AVE/OCEAN AVE	I-64	GRANBY ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BAYVIEW BLVD	GRANBY ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAYVIEW BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BAYVIEW BLVD	CHESAPEAKE BLVD	CAPE VIEW AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BERKLEY AVE	I-464	STATE ST	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
NOR	BERKLEY AVE	STATE ST	MAIN ST	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
NOR	BERKLEY AVE	MAIN ST	BERKLEY AVE EXT	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BERKLEY AVE	BERKLEY AVE EXT	INDIAN RIVER RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BERKLEY AVE EXT	BERKLEY AVE/FAUQUIER ST	WILSON RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BERKLEY AVE EXT	WILSON RD	CAMPOSTELLA RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BOUSH ST/WATERSIDE DR	ST PAULS BLVD	CITY HALL AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BOUSH ST	CITY HALL AVE	BUTE STREET	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BOUSH ST	BUTE STREET	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BOUSH ST	BRAMBLETON AVE	OLNEY RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BOUSH ST	OLNEY RD	VA BEACH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	BRAMBLETON AVE	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	COLLEY AVE	BOUSH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	BOUSH ST	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	MONTICELLO AVE	ST PAULS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	ST PAULS BLVD	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	CHURCH ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	TIDEWATER DR	PARK AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	BRAMBLETON AVE	PARK AVE	I-264	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CAMPOSTELLA RD	SCL NORFOLK/BERKLEY AVE EXT	INDIAN RIVER RD	NS	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
NOR	CAMPOSTELLA RD	INDIAN RIVER RD	WILSON RD	NS	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	4
NOR	CAMPOSTELLA RD	WILSON RD	S. END CAMPOSTELLA BRIDGE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CAMPOSTELLA RD	S. END CAMPOSTELLA BRIDGE	KIMBALL TERR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CAMPOSTELLA RD	KIMBALL TERR	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	LAFAYETTE BLVD	CROMWELL DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	CROMWELL DR	ROBIN HOOD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	ROBIN HOOD RD	HYDE CIR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	HYDE CIR	NORVIEW AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	NORVIEW AVE	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
NOR	CHESAPEAKE BLVD	I-64	JOHNSTONS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	JOHNSTONS RD	LITTLE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	LITTLE CREEK RD	SHEPPARD AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	SHEPPARD AVE	BAYVIEW BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	BAYVIEW BLVD	CHESAPEAKE ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHESAPEAKE BLVD	CHESAPEAKE ST	OCEAN VIEW AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CHURCH ST	BRAMBLETON AVE	VA BEACH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	CHURCH ST	VA BEACH BLVD	PRINCESS ANNE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	CHURCH ST	PRINCESS ANNE RD	26TH ST	NS	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
NOR	CHURCH ST	26TH ST	27TH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	CHURCH ST	27TH ST	MONTICELLO AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	CHURCH ST	MONTICELLO AVE	GRANBY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CITY HALL AVE	BOUSH ST	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CITY HALL AVE	GRANBY ST	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CITY HALL AVE	MONTICELLO AVE	ST PAULS BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	COLLEY AVE	BRAMBLETON AVE	OLNEY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	COLLEY AVE	OLNEY RD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	COLLEY AVE	PRINCESS ANNE RD	21ST ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	COLLEY AVE	21ST ST	26TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	COLLEY AVE	26TH ST	27TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	COLLEY AVE	27TH ST	38TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	COLLEY AVE	38TH ST	53RD ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	CROMWELL DR	TAIT TERRACE DR	CHESAPEAKE BLVD	NS	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
NOR	CROMWELL DR	CHESAPEAKE BLVD	TIDEWATER DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	DUKE ST	OLNEY RD	BRAMBLETON AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	GRANBY ST	CHURCH ST	38TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	38TH ST	LLEWELLYN AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	LLEWELLYN AVE	WILLOW WOOD DRIVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	WILLOW WOOD DRIVE	THOLE ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	THOLE ST	LITTLE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	LITTLE CREEK RD	I-564	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	I-564	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	I-64	BAYVIEW BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	BAYVIEW BLVD	BAY AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	BAY AVE	TIDEWATER DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	GRANBY ST	TIDEWATER DR	OCEAN VIEW AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	BRAMBLETON AVE	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	PRINCESS ANNE RD	21ST ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	21ST ST	26TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	26TH ST	27TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	27TH ST	38TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	38TH ST	JAMESTOWN CRESCENT	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	JAMESTOWN CRESCENT	LITTLE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	LITTLE CREEK RD	INTERNATIONAL TERMINAL BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	INTERNATIONAL TERMINAL BLVD	INTERMODAL CONNECTOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	HAMPTON BLVD	INTERMODAL CONNECTOR	ADM TAUSSIG BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	INDIAN RIVER RD	MARSH ST	WILSON RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	INDIAN RIVER RD	WILSON RD	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	INDIAN RIVER RD	CAMPOSTELLA RD	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	INGLESIDE RD	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
NOR	INGLESIDE RD	PRINCESS ANNE RD	TAIT TERRACE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	INTERNATIONAL TERMINAL BLVD	HAMPTON BLVD	I-564	EW	0	0	0	6	0	0	12	18	0	0	0	6	0	0	12	18	18
NOR	JAMESTOWN CRESCENT	53RD ST	HAMPTON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	JOHNSTONS RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	JOHNSTONS RD	CHESAPEAKE BLVD	MILITARY HWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	JOHNSTONS RD/HALPRIN LN	MILITARY HWY	LITTLE CREEK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	KEMPSVILLE RD	NEWTOWN RD	VA BEACH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	KEMPSVILLE RD	VA BEACH BLVD	NORTHAMPTON BLVD	NS	0	0	0	0	0	0	0	0	6	2	2	0	0	0	0	10	10
NOR	LAFAYETTE BLVD	27TH ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LAFAYETTE BLVD	TIDEWATER DR	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LIBERTY ST	STATE ST	SOUTH MAIN ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	LIBERTY ST	SOUTH MAIN ST	CHESAPEAKE CL	EW	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
NOR	LITTLE CREEK RD	HAMPTON BLVD	GRANBY ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	LITTLE CREEK RD	GRANBY ST	I-64	EW	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
NOR	LITTLE CREEK RD	I-64	TIDEWATER DR	EW	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
NOR	LITTLE CREEK RD	TIDEWATER DR	SEWELLS POINT RD	EW	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
NOR	LITTLE CREEK RD	SEWELLS POINT RD	CHESAPEAKE BLVD	EW	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
NOR	LITTLE CREEK RD	CHESAPEAKE BLVD	MILITARY HWY	EW	0	0	0	4	2	0	8	14	0	0	0	4	2	0	8	14	14
NOR	LITTLE CREEK RD	MILITARY HWY	AZALEA GARDEN RD	EW	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
NOR	LITTLE CREEK RD	AZALEA GARDEN RD	SHORE DR	EW	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	10
NOR	LLEWELLYN AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	PRINCESS ANNE RD	21ST ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	21ST ST	26TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	26TH ST	27TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	27TH ST	35TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	35TH ST	38TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	38TH ST	DELAWARE AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	LLEWELLYN AVE	DELAWARE AVE	GRANBY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MIDTOWN TUNNEL	PORTSMOUTH CL	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	VA BEACH CL	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	VA BEACH BLVD	LOWERY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	LOWERY RD	PRIN ANNE RD/NORTHAMPTON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	PRIN ANNE RD/NORTHAMPTON BLVD	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	I-64	AZALEA GARDEN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	AZALEA GARDEN RD	NORVIEW AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	NORVIEW AVE	JOHNSTONS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MILITARY HWY	JOHNSTONS RD	LITTLE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	CITY HALL AVE	BRAMBLETON AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	MONTICELLO AVE	BRAMBLETON AVE	ST PAULS BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	MONTICELLO AVE	ST PAULS BLVD	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	PRINCESS ANNE RD	21ST ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	21ST ST	26TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	26TH ST	27TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	MONTICELLO AVE	27TH ST	CHURCH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NEWTOWN RD	KEMPSVILLE RD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NEWTOWN RD	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NEWTOWN RD	VA BEACH BLVD	VA BEACH CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORTHAMPTON BLVD	MILITARY HWY	KEMPSVILLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
NOR	NORTHAMPTON BLVD	KEMPSVILLE RD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORTHAMPTON BLVD	I-64	WESLEYAN DR/VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	TIDEWATER DR	CHESAPEAKE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	NORVIEW AVE	CHESAPEAKE BLVD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	NORVIEW AVE	I-64	MILITARY HWY	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
NOR	NORVIEW AVE	MILITARY HWY	AZALEA GARDEN RD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
NOR	NORVIEW AVE	AZALEA GARDEN RD	NORFOLK INT AIRPORT	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
NOR	OCEAN VIEW AVE	4TH VIEW ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	OCEAN VIEW AVE	TIDEWATER DR	GRANBY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	OCEAN VIEW AVE	GRANBY ST	CHESAPEAKE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	OCEAN VIEW AVE	CHESAPEAKE BLVD	21ST BAY ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	OLNEY RD	COLLEY AVE	DUKE ST/VA BEACH BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	PARK AVE	BRAMBLETON AVE	VA BEACH BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PARK AVE	VA BEACH BLVD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	HAMPTON BLVD	COLLEY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	COLLEY AVE	LLEWELLYN AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	LLEWELLYN AVE	MONTICELLO AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	MONTICELLO AVE	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	CHURCH ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	TIDEWATER DR	MAY AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	MAY AVE	PARK AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	PARK AVE	BALLENTINE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	BALLENTINE BLVD	INGLESIDE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	INGLESIDE RD	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	AZALEA GARDEN RD	SEWELLS POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	PRINCESS ANNE RD	SEWELLS POINT RD	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ROBIN HOOD RD	CHESAPEAKE BLVD	SEWELLS POINT RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	ROBIN HOOD RD	SEWELLS POINT RD	AZALEA GARDEN RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	ROBIN HOOD RD	AZALEA GARDEN RD	ELLSMERE AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	ROBIN HOOD RD	ELLSMERE AVE	MILITARY HWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	SEWELLS POINT RD	PRINCESS ANNE RD	AZALEA GARDEN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	AZALEA GARDEN RD	ROBIN HOOD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	ROBIN HOOD RD	CHESAPEAKE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	CHESAPEAKE BLVD	PARTRIDGE ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	PARTRIDGE ST	PHILPOTTS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	PHILPOTTS RD	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SEWELLS POINT RD	I-64	LITTLE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SHORE DRIVE	21ST BAY ST	LITTLE CREEK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SHORE DRIVE	LITTLE CREEK RD	VA BEACH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	SOUTH MAIN ST	I-464	BAINBRIDGE BLVD	NS	0	0	0	2	0	2	8	12	12	10	4	2	0	2	8	38	38
NOR	SOUTH MAIN ST	BAINBRIDGE BLVD	LIBERTY ST	NS	0	0	0	2	0	2	8	12	12	10	4	2	0	2	8	38	38
NOR	SOUTH MAIN ST	LIBERTY ST	BERKLEY AVE	NS	0	0	0	2	0	2	8	12	12	10	4	2	0	2	8	38	38
NOR	ST PAULS BLVD	WATERSIDE DR	CITY HALL AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ST PAULS BLVD	CITY HALL AVE	I-264 RAMP/MACARTHUR MALL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ST PAULS BLVD	I-264 RAMP/MACARTHUR MALL	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	ST PAULS BLVD	BRAMBLETON AVE	MONTICELLO AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	STATE ST	LIBERTY ST	BERKLEY AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	STATE ST	BERKLEY AVE	I-464 RAMP	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	THOLE ST	GRANBY ST	TIDEWATER DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	TIDEWATER DR	CITY HALL AVE	BRAMBLETON AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
NOR	TIDEWATER DR	BRAMBLETON AVE	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	VA BEACH BLVD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	PRINCESS ANNE RD	LAFAYETTE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	LAFAYETTE BLVD	CROMWELL DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	CROMWELL DR	NORVIEW AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	NORVIEW AVE	THOLE ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	THOLE ST	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	I-64	LITTLE CREEK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	LITTLE CREEK RD	BAYVIEW BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	BAYVIEW BLVD	GRANBY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	TIDEWATER DR	GRANBY ST	OCEAN VIEW AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	OLNEY RD	GRANBY ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	VA BEACH BLVD	GRANBY ST	MONTICELLO AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	VA BEACH BLVD	MONTICELLO AVE	CHURCH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	CHURCH ST	TIDEWATER DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	TIDEWATER DR	PARK AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	PARK AVE	BALLENTINE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	BALLENTINE BLVD	INGLESIDE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	INGLESIDE RD	AZALEA GARDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	AZALEA GARDEN RD	JETT ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	JETT ST	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	MILITARY HWY	GLENROCK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	GLENROCK RD	KEMPSVILLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	VA BEACH BLVD	KEMPSVILLE RD	NEWTOWN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WESLEYAN DR	NORTHAMPTON BLVD	NCL VA BEACH	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	WILLOW WOOD DR	GRANBY ST	TIDEWATER DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NOR	WILSON RD	BERKLEY AVE/CHESAPEAKE CL	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NOR	WILSON RD	INDIAN RIVER RD	CAMPOSTELLA RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	EAST YORKTOWN RD	YORK CL	HUNT'S NECK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	EAST YORKTOWN RD	HUNT'S NECK RD	POQUOSON AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	LITTLE FLORIDA RD	WYTHE CREEK RD	POQUOSON AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	POQUOSON AVE	WYTHE CREEK RD	LITTLE FLORIDA RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	VICTORY BLVD	YORK CL	WYTHE CREEK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	WYTHE CREEK RD	HAMPTON CL	ALPHUS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	WYTHE CREEK RD	ALPHUS ST	LITTLE FLORIDA RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
POQ	WYTHE CREEK RD	LITTLE FLORIDA RD	HUDGINS RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POQ	WYTHE CREEK RD	HUDGINS RD	POQUOSON AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	AIRLINE BLVD	CHESAPEAKE CL	GREENWOOD DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	GREENWOOD DR	ELMHURST LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	ELMHURST LN	.55 MI E ELMHURST LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	.55 MI E ELMHURST LN	VICTORY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	VICTORY BLVD	PORTSMOUTH BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	AIRLINE BLVD	FREDERICK BLVD	HIGH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CAVALIER BLVD	CHESAPEAKE CL	GREENWOOD DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	CEDAR LN	HIGH ST	W NORFOLK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CEDAR LN	W NORFOLK RD	WESTERN FREEWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	CEDAR LN	WESTERN FREEWAY	S PERIMETER RD	NS	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8	8
PORT	CHURCHLAND BLVD	CHESAPEAKE CL	W NORFOLK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	CHURCHLAND BLVD	W NORFOLK RD	TYRE NECK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
PORT	CHURCHLAND BLVD	TYRE NECK RD	HIGH ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	COAST GUARD BLVD	CEDAR LN	COAST GUARD BASE GATE	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	COUNTY ST	CONSTITUTION AVE	PENINSULA AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	COUNTY ST	PENINSULA AVE	ELM AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	COUNTY ST	ELM AVE	EFFINGHAM ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	COURT ST	PAVILION DR	COUNTY ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	COURT ST	COUNTY ST	HIGH ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	COURT ST	HIGH ST	LONDON BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	COURT ST	LONDON BLVD	CRAWFORD PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	CRAWFORD PKWY	EFFINGHAM ST	CRAWFORD ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	CRAWFORD ST	CRAWFORD PKWY	LONDON BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	CRAWFORD ST	LONDON BLVD	HIGH ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	CRAWFORD ST	HIGH ST	COUNTY ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	CRAWFORD ST/BART ST	COUNTY ST	COURT ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	DEEP CREEK BLVD	VICTORY BLVD	GREENWOOD DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	DEEP CREEK BLVD	GREENWOOD DR	PORTSMOUTH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	DEEP CREEK BLVD	PORTSMOUTH BLVD	FREDERICK BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	DEEP CREEK BLVD	FREDERICK BLVD	DES MOINES AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	DES MOINES AVE	DEEP CREEK BLVD	I-264	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	EFFINGHAM ST	PORTSMOUTH BLVD	I-264	NS	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	12	**12**
PORT	EFFINGHAM ST	I-264	SOUTH ST	NS	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	**10**
PORT	EFFINGHAM ST	SOUTH ST	HIGH ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	EFFINGHAM ST	HIGH ST	LONDON BLVD	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	EFFINGHAM ST	LONDON BLVD	NORTH ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	EFFINGHAM ST	NORTH ST	CRAWFORD PKWY	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	EFFINGHAM ST	CRAWFORD PKWY	NAVAL MEDICAL CENTER	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	ELM AVE	LONDON BLVD	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	ELM AVE	HIGH ST	COUNTY ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	ELM AVE	COUNTY ST	SOUTH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	ELM AVE	SOUTH ST	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	ELM AVE	I-264	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	ELM AVE	PORTSMOUTH BLVD	GEORGE WASHINGTON HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	ELM AVE	GEORGE WASHINGTON HWY	VICTORY BLVD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	ELM AVE	VICTORY BLVD	BURTONS POINT RD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	ELM AVE (S NORFOLK JORDAN BRIDGE)	BURTONS POINT RD	CHESAPEAKE CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	ELMHURST LN	GARWOOD AVE	AIRLINE BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	ELMHURST LN	AIRLINE BLVD	PORTSMOUTH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	FREDERICK BLVD	GEORGE WASHINGTON HWY	PORTSMOUTH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	FREDERICK BLVD	PORTSMOUTH BLVD	DEEP CREEK BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	FREDERICK BLVD	DEEP CREEK BLVD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	FREDERICK BLVD	I-264	TURNPIKE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	FREDERICK BLVD	TURNPIKE RD	AIRLINE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	FREDERICK BLVD	AIRLINE BLVD	HIGH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	GARWOOD AVE	GREENWOOD DR	ELMHURST LN	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	GEORGE WASHINGTON HWY	CHESAPEAKE CL	VICTORY BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	GEORGE WASHINGTON HWY	VICTORY BLVD	DAVIS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	GEORGE WASHINGTON HWY	DAVIS ST	GREENWOOD DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	GEORGE WASHINGTON HWY	GREENWOOD DR	FREDERICK BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
PORT	GEORGE WASHINGTON HWY	FREDERICK BLVD	ELM AVE	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	GEORGE WASHINGTON HWY	ELM AVE	PORTSMOUTH BLVD	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
PORT	GREENWOOD DR	AIRLINE BLVD	I-264	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GREENWOOD DR	I-264	CAVALIER BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GREENWOOD DR	CAVALIER BLVD	VICTORY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GREENWOOD DR	VICTORY BLVD	INDEPENDENCE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GREENWOOD DR	INDEPENDENCE ST	DEEP CREEK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	GREENWOOD DR	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HARBOR ST	TURNPIKE RD	HIGH ST	NS	0	0	0	2	0	0	8	10	0	0	0	2	0	0	8	10	**10**
PORT	HIGH ST	TYRE NECK RD	CHURCHLAND BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	CHURCHLAND BLVD	CEDAR LA	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	CEDAR LA	RODMAN AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	RODMAN AVE	FREDERICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	HIGH ST	FREDERICK BLVD	AIRLINE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	HIGH ST	AIRLINE BLVD	MT VERNON AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	HIGH ST	MT VERNON AVE	M L K FWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	HIGH ST	M L K FWY	ELM AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	HIGH ST	ELM AVE	EFFINGHAM ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	HIGH ST	EFFINGHAM ST	CRAWFORD ST	EW	4	2	2	0	0	2	0	10	0	0	0	0	0	2	0	2	**10**
PORT	LONDON BLVD	HIGH ST	MT VERNON AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON BLVD	MT VERNON AVE	M L K FWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	LONDON BLVD	M L K FWY	ELM AVE	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	LONDON BLVD	ELM AVE	EFFINGHAM ST	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	LONDON ST	EFFINGHAM ST	CRAWFORD ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	MIDTOWN TUNNEL	MLK FWY/WESTERN FREEWAY	NORFOLK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTCENTRE PKWY	PORTSMOUTH BLVD	CRAWFORD ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
PORT	PORTSMOUTH BLVD	CHESAPEAKE CL	ELMHURST LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	ELMHURST LN	VICTORY BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	VICTORY BLVD	AIRLINE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	AIRLINE BLVD	TURNPIKE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	TURNPIKE RD	I-264	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	I-264	DEEP CREEK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	DEEP CREEK BLVD	FREDERICK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	FREDERICK BLVD	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	ELM AVE	EFFINGHAM ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	PORTSMOUTH BLVD	EFFINGHAM ST	PORTCENTRE PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TOWNE POINT RD	SUFFOLK CL	TWIN PINES RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TOWNE POINT RD	TWIN PINES RD	WESTERN FREEWAY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TOWNE POINT RD	WESTERN FREEWAY	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	TURNPIKE RD	PORTSMOUTH BLVD	FREDERICK BLVD	EW	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	**2**
PORT	TURNPIKE RD	FREDERICK BLVD	HOWARD ST	EW	0	0	0	6	0	0	8	14	0	0	0	6	0	0	8	14	**14**
PORT	TURNPIKE RD	HOWARD ST	HARBOR DR	EW	0	0	0	4	0	0	8	12	0	0	0	4	0	0	8	12	**12**
PORT	TURNPIKE RD	HARBOR DR	COUNTY ST	EW	0	0	0	4	0	0	8	12	0	0	0	4	0	0	8	12	**12**
PORT	TWIN PINES RD	TOWNE POINT RD	HEDGEROW LN	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	TYRE NECK RD	CHESAPEAKE CL	HIGH ST	NS	0	0	0	0	0	2	0	2	12	10	4	0	0	2	0	28	**28**
PORT	TYRE NECK RD	HIGH ST	CHURCHLAND BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	TYRE NECK RD	CHURCHLAND BLVD	WEST NORFOLK RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PORT	VICTORY BLVD	PORTSMOUTH BLVD	AIRLINE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	VICTORY BLVD	AIRLINE BLVD	I-264	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	VICTORY BLVD	I-264	GREENWOOD DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	VICTORY BLVD	GREENWOOD DR	DEEP CREEK BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	VICTORY BLVD	DEEP CREEK BLVD	GEORGE WASHINGTON HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD								PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
PORT	VICTORY BLVD	GEORGE WASHINGTON HWY	AFTON PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	VICTORY BLVD	AFTON PKWY	ELM AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PORT	W NORFOLK RD	CHURCHLAND BLVD	TYRE NECK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	W NORFOLK RD	TYRE NECK RD	CEDAR LN	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	W NORFOLK RD	CEDAR LN	WESTERN FWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORT	WESTERN BRANCH BLVD	CHESAPEAKE CL	TYRE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	BUS ROUTE 58	ROUTE 35	ECL COURTLAND	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	BUS ROUTE 58	ECL COURTLAND	ROUTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	BUSINESS ROUTE 58 (CAMP PKWY)	ROUTE 58	DELAWARE RD (RTE 687)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	BUSINESS ROUTE 58 (CAMP PKWY)	DELAWARE RD (RTE 687)	FRANKLIN CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 35	NC STATE LINE	SCL BOYKINS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	SCL BOYKINS	ROUTE 1324	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	ROUTE 1324	ROUTE 186	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	ROUTE 186	NCL BOYKINS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	NCL BOYKINS	ROUTE 671	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	ROUTE 671	GRAYS SHOP RD (RTE 673)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	GRAYS SHOP RD (RTE 673)	ROUTE 58	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35/BUS ROUTE 58	ROUTE 58	WCL COURTLAND	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35/BUS ROUTE 58	WCL COURTLAND	BUS RTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	BUS RTE 58	NCL COURTLAND	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	NCL COURTLAND	IVOR RD (RTE 616)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	IVOR RD (RTE 616)	CARYS BRIDGE RD (RTE 653)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 35	CARYS BRIDGE RD (RTE 653)	SUSSEX CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	GREENSVILLE CL	ADAMS GROVE RD (RTE 615)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	ADAMS GROVE RD (RTE 615)	DREWRY RD (RTE 659)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	DREWRY RD (RTE 659)	PINOPOLIS RD (ROUTE 653)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	PINOPOLIS RD (ROUTE 653)	ROUTE 35	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	ROUTE 35	BUS RTE 58 W	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	BUS RTE 58 W	CAMP PKWY (BUS RTE 58 E)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	CAMP PKWY (BUS RTE 58 E)	ARMORY DR (RTE 671)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	ARMORY DR (RTE 671)	ROUTE 258	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	ROUTE 258	PRETLOW RD (RTE 714)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 58	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 186	NC STATE LINE	WCL BRANCHVILLE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 186	WCL BRANCHVILLE	JOYNER RD (RTE 701)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 186	JOYNER RD (RTE 701)	ECL BRANCHVILLE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 186	ECL BRANCHVILLE	WCL BOYKINS	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 186	WCL BOYKINS	ROUTE 35	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 189	ROUTE 258	PRETLOW RD (RTE 714)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 189	PRETLOW RD (RTE 714)	SUFFOLK CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 258	NC STATE LINE	ROUTE 189	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 258	ROUTE 189	DOGWOOD BEND RD (RTE 684)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 258	DOGWOOD BEND RD (RTE 684)	ROUTE 58	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 460	SUSSEX CL	WCL IVOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 460	WCL IVOR	ROUTE 616 (IVOR RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 460	ROUTE 616 (IVOR RD)	ECL IVOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 460	ECL IVOR	ISLE OF WIGHT CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SH	ROUTE 616	ROUTE 35	SAINT LUKES RD (RTE 633)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 616	SAINT LUKES RD (RTE 633)	SEACOCK RD (RTE 614)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 616	SEACOCK RD (RTE 614)	MILLFIELD RD (RTE 605)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WITHOUT INRIX SPEED DATA – NON-DIRECTIONAL – AM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	PM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
SH	ROUTE 616	MILLFIELD RD (RTE 605)	SCL IVOR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 616	SCL IVOR	ROUTE 460	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 671	ROUTE 35	CROSS KEYS RD (RTE 665)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 671	CROSS KEYS RD (RTE 665)	WCL NEWSOMS	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 671	WCL NEWSOMS	GRAYS SHOP RD (RTE 673)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 671	GRAYS SHOP RD (RTE 673)	ECL NEWSOMS	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 671	ECL NEWSOMS	SUNBEAM RD (RTE 680)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 671	SUNBEAM RD (RTE 680)	DELAWARE RD (RTE 687)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SH	ROUTE 671	DELAWARE RD (RTE 687)	ROUTE 58	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	BENNETTS PASTURE RD	NANSEMOND PKWY	KINGS HWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	BENNETTS PASTURE RD	KINGS HWY	BRIDGE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	BRIDGE RD	ISLE OF WIGHT CL	E. END CHUCKATUCK BRIDGE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	E. END CHUCKATUCK BRIDGE	CRITTENDEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	CRITTENDEN RD	N. END NANSEMOND RIVER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	N. END NANSEMOND RIVER	S. END NANSEMOND RIVER	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	S. END NANSEMOND RIVER	BENNETTS PASTURE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	BENNETTS PASTURE RD	SHOULDERS HILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	SHOULDERS HILL RD	HARBOUR VIEW BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	HARBOUR VIEW BLVD	WESTERN FWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	WESTERN FWY	I-664	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	I-664	COLLEGE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BRIDGE RD	COLLEGE DR	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	BUCKHORN DR	ROUTE 58	INDIAN TRAIL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	BUCKHORN DR	INDIAN TRAIL	ISLE OF WIGHT CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CAROLINA RD	NC STATE LINE	RTE 642	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	RTE 642	RTE 675	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	RTE 675	BABBTOWN RD (RTE 759)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	BABBTOWN RD (RTE 759)	WHALEYVILLE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	WHALEYVILLE BLVD	TURLINGTON RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	TURLINGTON RD	SW SUFFOLK BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CAROLINA RD	SW SUFFOLK BYPASS	FAYETTE ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COLLEGE DR	BRIDGE RD	WESTERN FREEWAY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COLLEGE DR	WESTERN FREEWAY	HAMPTON ROADS PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COLLEGE DR	HAMPTON ROADS PKWY	I-664	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COLLEGE DR	I-664	HARBOUR VIEW BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CONSTANCE RD	HOLLAND RD	PITCHKETTLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CONSTANCE RD	PITCHKETTLE RD	MAIN ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	CONSTANCE RD	MAIN ST	WILROY RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	COPELAND RD	ROUTE 58	WHALEYVILLE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	COPELAND RD	WHALEYVILLE BLVD	CAROLINA RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	CRITTENDEN RD	KINGS HWY	BRIDGE RD (RTE 17)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	EVERETTS RD	LAKE PRINCE DR (RTE 604)	MOORE FARM LN	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	EVERETTS RD	MOORE FARM LN	GODWIN BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	FINNEY AVE	N MAIN ST	PINNER ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	GODWIN BLVD	PRUDEN BLVD	SUFFOLK BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	SUFFOLK BYPASS	KINGS FORK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	KINGS FORK ROAD	1.36 MI N OF KINGS FORK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	1.36 MILES N OF KINGS FORK RD	EVERETS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	EVERETS RD	KINGS HWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	GODWIN BLVD	KINGS HWY	ISLE OF WIGHT CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																	
					NON-DIRECTIONAL																	
					AM PEAK PERIOD								PM PEAK PERIOD									
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
SUF	HAMPTON ROADS PKWY	HARBOUR VIEW BLVD	COLLEGE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	HAMPTON ROADS PKWY	COLLEGE DR	PORTSMOUTH CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	HARBOUR VIEW BLVD	BRIDGE RD	HAMPTON ROADS PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	HARBOUR VIEW BLVD	HAMPTON ROADS PKWY	COLLEGE DR	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	HOLLAND RD (BUS RTE 58)	SUFFOLK BYPASS	CONSTANCE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	HOLLAND RD (BUS RTE 58)	RURITAN BLVD	HOLLAND RD (RTE 58)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	KINGS FORK RD	PITCHKETTLE RD	PRUDEN BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	KINGS FORK RD	PRUDEN BLVD	GODWIN BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	KINGS HWY	GODWIN BLVD	CRITTENDEN RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	KINGS HWY	BENNETTS PASTURE RD	NANSEMOND PKWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	LAKE PRINCE DR (RTE 604)	ROUTE 460 (PRUDEN BLVD)	ROUTE 603 (EVERETTS RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	MAIN ST	FAYETTE ST	WASHINGTON ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	MAIN ST	WASHINGTON ST	MARKET ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	MAIN ST	MARKET ST	CONSTANCE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	MAIN ST	CONSTANCE RD	PRUDEN BLVD/GODWIN BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	MARKET ST	WASHINGTON ST	MAIN ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	NANSEMOND PKWY	WILROY RD	BENNETTS PASTURE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	NANSEMOND PKWY	BENNETTS PASTURE RD	KINGS HWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	NANSEMOND PKWY	KINGS HWY	SHOULDERS HILL RD	EW	0	0	0	2	0	0	0	2	6	2	2	2	0	0	0	12	12
SUF	NANSEMOND PKWY	SHOULDERS HILL RD	CHESAPEAKE CL	EW	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	2
SUF	PINNER ST	WASHINGTON ST	BANK ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	PINNER ST	BANK ST	FINNEY AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	PINNER ST	FINNEY AVE	CONSTANCE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	PITCHKETTLE RD	CONSTANCE RD	SUFFOLK BYPASS	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PITCHKETTLE RD	SUFFOLK BYPASS	KINGS FORK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PORTSMOUTH BLVD	WILROY RD	WASHINGTON ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PORTSMOUTH BLVD	WASHINGTON ST	SUFFOLK BYPASS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PROVIDENCE RD (RTE 604)	KINGS FORK RD	ROUTE 460 (PRUDEN BLVD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PRUDEN BLVD	ISLE OF WIGHT CL	LAKE PRINCE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PRUDEN BLVD	LAKE PRINCE DR	KINGS FORK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PRUDEN BLVD	KINGS FORK RD	SUFFOLK BYPASS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PRUDEN BLVD	SUFFOLK BYPASS	GODWIN BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PUGHSVILLE RD	SHOULDERS HILL RD	TOWN POINT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	PUGHSVILLE RD	TOWN POINT RD	CHESAPEAKE CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58	SOUTHAMPTON CL	RTE 189/258	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58	RTE 189/258	RTE 272 (S. QUAY RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58	RTE 272	S. QUAY RD (ROUTE 189)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58 (HOLLAND BYPASS)	S. QUAY RD (ROUTE 189)	BUS RTE 58 (HOLLAND RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58 (HOLLAND RD)	BUS RTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58 (HOLLAND RD)	RTE 649 (LUMMIS RD)	RTE 643 (MANNING BRIDGE RD)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58 (HOLLAND RD)	RTE. 643 (MANNING BRIDGE RD)	COVE POINT DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 58 (HOLLAND RD)	COVE POINT DR	SUFFOLK BYPASS	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SUF	ROUTE 189 (IN HOLLAND)	RTE 58 (SOUTH OF HOLLAND)	BUS RTE 58 (RURITAN BLVD)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	ROUTE 189	SOUTHAMPTON CL	RTE 272	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	ROUTE 189	RTE 272	RTE 58	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	ROUTE 258	RTE 58	ISLE OF WIGHT CL	NS	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	6
SUF	ROUTE 272	ROUTE 189	ROUTE 58	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	ROUTE 616	ROUTE 58	WHALEYVILLE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	ROUTE 616	WHALEYVILLE BLVD	CAROLINA RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUF	RURITAN BLVD (BUS RTE 58)	ISLE OF WIGHT CL	RTE 189 (HOLLAND RD BUS)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
SUF	SHOULDERS HILL RD	NANSEMOND PKWY	PUGHSVILLE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUF	SHOULDERS HILL RD	PUGHSVILLE RD	BRIDGE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUF	TOWN POINT RD	PUGHSVILLE RD	BRIDGE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUF	WASHINGTON ST	W CONSTANCE RD	SARATOGA ST	EW	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	**2**
SUF	WASHINGTON ST	SARATOGA ST	MAIN ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUF	WASHINGTON ST	MAIN ST	PINNER ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUF	WASHINGTON ST	PINNER ST	PORTSMOUTH BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUF	WHALEYVILLE BLVD	NC STATE LINE	RTE 616 (MINERAL SPRING RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUF	WHALEYVILLE BLVD	RTE 616 (MINERAL SPRING RD)	RTE 677 (GREAT FORK RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUF	WHALEYVILLE BLVD	RTE 677 (GREAT FORK RD)	RTE 675 (CYPRESS CHAPEL RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUF	WHALEYVILLE BLVD	RTE 675 (CYPRESS CHAPEL RD)	RTE 759 (BABBTOWN RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUF	WHALEYVILLE BLVD	RTE 759 (BABBTOWN RD)	RTE 32 (CAROLINA RD)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUF	WILROY RD	CONSTANCE RD	SUFFOLK BYPASS	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUF	WILROY RD	SUFFOLK BYPASS	NANSEMOND PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUR	ROUTE 10	PRINCE GEORGE CL	ROUTE 40	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUR	ROUTE 10	ROUTE 40	ROUTE 31 (SOUTH)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUR	ROUTES 10/31	ROUTE 31 (SOUTH)	ROUTE 31 (NORTH)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUR	ROUTE 10	ROUTE 31 (NORTH)	ROUTE 617	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUR	ROUTE 10	ROUTE 617	ISLE OF WIGHT CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUR	ROUTE 31	SUSSEX CL	ROUTE 630	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUR	ROUTE 31	ROUTE 630	ROUTE 10 (SOUTH)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUR	ROUTE 31	ROUTE 10 (NORTH)	JAMESTOWN-SCOTLAND FERRY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SUR	ROUTE 40	SUSSEX CL	ROUTE 615	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
SUR	ROUTE 40	ROUTE 615	ROUTE 10	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	21ST ST	PARKS AVE	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	21ST ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	22ND ST	PARKS AVE	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	22ND ST	PACIFIC AVE	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	30TH ST	LASKIN RD	PACIFIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	30TH ST	PACIFIC AVE	ATLANTIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	ATLANTIC AVE	83RD ST	PACIFIC AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	ATLANTIC AVE	PACIFIC AVE	LASKIN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	ATLANTIC AVE	LASKIN RD	22ND ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	ATLANTIC AVE	22ND ST	21ST ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	ATLANTIC AVE	21ST ST	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	ATLANTIC AVE	VA BEACH BLVD	5TH ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	BAXTER RD	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	BIRDNECK RD	GENERAL BOOTH BLVD	NORFOLK AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	BIRDNECK RD	NORFOLK AVE	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	BIRDNECK RD	VA BEACH BLVD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	BIRDNECK RD	I-264	LASKIN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	BLACKWATER RD	PUNGO FERRY RD	CHESAPEAKE CL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	BONNEY RD	INDEPENDENCE BLVD	ROSEMONT RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	CENTERVILLE TNPK	CHESAPEAKE CL	LYNNHAVEN PKWY	NS	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	**2**
VB	CENTERVILLE TNPK	LYNNHAVEN PKWY	KEMPSVILLE RD	NS	16	10	8	2	0	6	0	42	20	12	8	2	0	6	0	48	**48**
VB	CENTERVILLE TNPK	KEMPSVILLE RD	JAKE SEARS RD	NS	20	10	8	2	0	6	0	46	24	14	12	2	0	6	0	58	**58**
VB	CENTERVILLE TNPK	JAKE SEARS RD	INDIAN RIVER RD	NS	0	0	0	2	0	6	0	8	16	8	8	2	0	6	0	40	**40**
VB	CHESAPEAKE BAY BRIDGE-TUNNEL	SHORE DR	TOLL PLAZA	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	CHESAPEAKE BAY BRIDGE-TUNNEL	TOLL PLAZA	NCL VA BEACH	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	COLUMBUS ST	INDEPENDENCE BLVD	CONSTITUTION DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																	
					NON-DIRECTIONAL																	
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
VB	CONSTITUTION DR	BONNEY RD	COLUMBUS ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	CONSTITUTION DR	COLUMBUS ST	VIRGINIA BEACH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	DAM NECK RD	SALEM RD	VA BEACH AMPHITHEATER	EW	20	10	8	0	0	12	0	50	0	0	0	0	0	12	0	12	**50**
VB	DAM NECK RD	VA BEACH AMPHITHEATER	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DAM NECK RD	PRINCESS ANNE RD	ROSEMONT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DAM NECK RD	ROSEMONT RD	HOLLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DAM NECK RD	HOLLAND RD	DRAKESMILE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DAM NECK RD	DRAKESMILE RD	LONDON BRIDGE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DAM NECK RD	LONDON BRIDGE RD	HARPERS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DAM NECK RD	HARPERS RD	GENERAL BOOTH BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DAM NECK RD	GENERAL BOOTH BLVD	UPTON DR	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
VB	DAM NECK RD	UPTON DR	USN TRAINING CENTER	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
VB	DIAMOND SPRINGS RD	NEWTOWN RD	WESLEYAN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DIAMOND SPRINGS RD	WESLEYAN RD	NORTHAMPTON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DIAMOND SPRINGS RD	NORTHAMPTON BLVD	SHORE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	DRAKESMILE RD	DAM NECK RD	SHIPPS CORNER RD	NS	0	0	0	2	0	6	8	16	16	10	16	2	0	6	8	58	**58**
VB	ELBOW RD	CHESAPEAKE CL	INDIAN RIVER RD (WEST)	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	ELBOW RD/INDIAN RIVER RD	INDIAN RIVER RD (WEST)	INDIAN RIVER RD (EAST)	EW	8	2	4	0	0	0	0	14	8	2	4	0	0	0	0	14	**14**
VB	ELBOW RD	INDIAN RIVER RD (EAST)	SALEM RD	EW	6	2	2	0	0	4	0	14	6	2	2	0	0	4	0	14	**14**
VB	FERRELL PKWY	INDIAN RIVER RD	INDIAN LAKES BLVD	EW	20	12	20	2	2	0	0	56	16	8	16	2	2	0	0	44	**56**
VB	FERRELL PKWY	INDIAN LAKES BLVD	PLEASANT VALLEY RD	EW	0	0	0	2	2	0	0	4	0	0	0	2	2	0	0	4	**4**
VB	FERRELL PKWY	PLEASANT VALLEY RD	PRINCESS ANNE RD	EW	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	**2**
VB	FIRST COLONIAL RD	VA BEACH BLVD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	FIRST COLONIAL RD	I-264	LASKIN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	FIRST COLONIAL RD	LASKIN RD	OLD DONATION PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	FIRST COLONIAL RD	OLD DONATION PKWY	GREAT NECK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GENERAL BOOTH BLVD	PRINCESS ANNE RD	NIMMO PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GENERAL BOOTH BLVD	NIMMO PKWY	LONDON BRIDGE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GENERAL BOOTH BLVD	LONDON BRIDGE RD	DAM NECK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GENERAL BOOTH BLVD	DAM NECK RD	OCEANA BLVD/PROSPERITY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GENERAL BOOTH BLVD	OCEANA BLVD/PROSPERITY RD	BIRDNECK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GENERAL BOOTH BLVD	BIRDNECK RD	HARBOUR POINT	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GREAT NECK RD	VA BEACH BLVD	OLD DONATION PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GREAT NECK RD	OLD DONATION PKWY	FIRST COLONIAL RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GREAT NECK RD	FIRST COLONIAL RD	SHOREHAVEN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	GREAT NECK RD	SHOREHAVEN RD	SHORE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	HARPERS RD	DAM NECK RD	OCEANA BLVD	EW	0	0	0	0	0	2	8	10	6	2	2	0	0	2	8	20	**20**
VB	HAYGOOD RD	NEWTOWN RD	WESLEYAN DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	HAYGOOD RD	WESLEYAN DR	INDEPENDENCE BLVD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
VB	HOLLAND RD	INDEPENDENCE BLVD	SOUTH PLAZA TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	HOLLAND RD	SOUTH PLAZA TRAIL	ROSEMONT RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	HOLLAND RD	ROSEMONT RD	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	HOLLAND RD	LYNNHAVEN PKWY	DAM NECK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	HOLLAND RD	DAM NECK RD	NIMMO PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	HOLLAND RD	NIMMO PKWY	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	INDEPENDENCE BLVD	INDIAN RIVER RD	SALEM RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	INDEPENDENCE BLVD	SALEM RD	PRINCESS ANNE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	INDEPENDENCE BLVD	PRINCESS ANNE RD	LYNNHAVEN PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	INDEPENDENCE BLVD	LYNNHAVEN PKWY	PLAZA TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
VB	INDEPENDENCE BLVD	PLAZA TRAIL	HOLLAND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																
					NON-DIRECTIONAL																
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
VB	INDEPENDENCE BLVD	HOLLAND RD	BAXTER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	BAXTER RD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	I-264	BONNEY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	BONNEY RD	COLUMBUS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	COLUMBUS ST	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	VA BEACH BLVD	JEANNE ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	JEANNE ST	PEMBROKE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	PEMBROKE BLVD	HAYGOOD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	HAYGOOD RD	NORTHAMPTON BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDEPENDENCE BLVD	NORTHAMPTON BLVD	SHORE DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN LAKES BLVD	FERRELL PKWY	INDIAN RIVER RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	INDIAN RIVER RD	CHESAPEAKE CL	MILITARY HWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	MILITARY HWY	PROVIDENCE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	PROVIDENCE RD	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	I-64	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	CENTERVILLE TNPK	KEMPSVILLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	KEMPSVILLE RD	FERRELL PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	FERRELL PKWY	INDIAN LAKES BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	INDIAN LAKES BLVD	LYNNHAVEN PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	INDEPENDENCE BLVD	ELBOW RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	ELBOW RD	S.E. PARKWAY CORRIDOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	S.E. PARKWAY CORRIDOR	NORTH LANDING RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	NORTH LANDING RD	WEST NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INDIAN RIVER RD	WEST NECK RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	INTERNATIONAL PKWY	LYNNHAVEN PKWY	LONDON BRIDGE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	KEMPSVILLE RD	CHESAPEAKE CL	CENTERVILLE TNPK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	KEMPSVILLE RD	CENTERVILLE TNPK	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	KEMPSVILLE RD	INDIAN RIVER RD	PROVIDENCE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	KEMPSVILLE RD	PROVIDENCE RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LASKIN RD	VA BEACH BLVD	FIRST COLONIAL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LASKIN RD	FIRST COLONIAL RD	WINWOOD DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LASKIN RD	WINWOOD DR	BIRDNECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LASKIN RD	BIRDNECK RD	30TH ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LASKIN RD	30TH ST	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LASKIN RD/31ST ST	PACIFIC AVE	ATLANTIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	LONDON BRIDGE RD	GENERAL BOOTH BLVD	DAM NECK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	DAM NECK RD	DRAKESMILE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	SHIPPS CORNER RD/DRAKESMILE RD	INTERNATIONAL PKWY	NS	16	8	16	0	0	6	8	54	20	10	20	0	0	6	8	64	64
VB	LONDON BRIDGE RD	INTERNATIONAL PKWY	POTTERS RD	NS	0	0	0	2	0	0	8	10	16	8	16	2	0	0	8	50	50
VB	LONDON BRIDGE RD	POTTERS RD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LONDON BRIDGE RD	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	CHESAPEAKE CL	CENTERVILLE TNPK	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	LYNNHAVEN PKWY	INDIAN RIVER RD	SALEM RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	SALEM RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	PRINCESS ANNE RD	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	INDEPENDENCE BLVD	ROSEMONT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	ROSEMONT RD	HOLLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	HOLLAND RD	S LYNNHAVEN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	S LYNNHAVEN RD	INTERNATIONAL PKWY	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WITHOUT INRIX SPEED DATA – NON-DIRECTIONAL – AM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	PM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
VB	LYNNHAVEN PKWY	INTERNATIONAL PKWY	POTTERS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	POTTERS RD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	LYNNHAVEN PKWY	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	MILITARY HWY	CHESAPEAKE CL	PROVIDENCE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	MILITARY HWY	PROVIDENCE RD	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	MILITARY HWY	INDIAN RIVER RD	NORFOLK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NEWTOWN RD	NORFOLK CL	BAKER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NEWTOWN RD	BAKER RD	DIAMOND SPRINGS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NEWTOWN RD	DIAMOND SPRINGS RD	HAYGOOD RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	NIMMO PKWY	WEST NECK RD	PRINCESS ANNE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	NIMMO PKWY	PRINCESS ANNE RD	HOLLAND RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	NIMMO PKWY	GENERAL BOOTH BLVD	UPTON DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	NORFOLK AVE	BIRDNECK RD	PACIFIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	NORFOLK AVE	PACIFIC AVE	ATLANTIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	NORTHAMPTON BLVD	WESLEYAN DR/NORFOLK CL	DIAMOND SPRINGS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTHAMPTON BLVD	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTHAMPTON BLVD	INDEPENDENCE BLVD	SHORE DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTH LANDING RD	CHESAPEAKE CL	INDIAN RIVER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTH LANDING RD	INDIAN RIVER RD	SALEM RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTH LANDING RD	SALEM RD	WEST NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	NORTH LANDING RD	WEST NECK RD	PRINCESS ANNE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	OCEANA BLVD	GENERAL BOOTH BLVD	HARPERS RD/S.E. PARKWAY CORRIDOR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	OCEANA BLVD	HARPERS RD/S.E. PARKWAY CORRIDOR	TOMCAT BLVD (NAS MAIN ENT)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	OCEANA BLVD/FIRST COLONIAL RD	TOMCAT BLVD (NAS MAIN ENT)	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PACIFIC AVE	ATLANTIC AVE	LASKIN RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PACIFIC AVE	LASKIN RD	22ND ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PACIFIC AVE	22ND ST	21ST ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PACIFIC AVE	21ST ST	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PACIFIC AVE	VA BEACH BLVD	NORFOLK AVE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PACIFIC AVE	NORFOLK AVE	HARBOUR POINT	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PEMBROKE BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PLAZA TRAIL, S.	PRINCESS ANNE RD	INDEPENDENCE BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PLAZA TRAIL, S.	INDEPENDENCE BLVD	HOLLAND RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PLAZA TRAIL, S.	HOLLAND RD	MARINA LAKE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PLAZA TRAIL, S.	MARINA LAKE RD	ROSEMONT RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PLAZA TRAIL, S.	ROSEMONT RD	CONTINENTAL ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PLAZA TRAIL, S.	CONTINENTAL ST	VA BEACH BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PRINCESS ANNE RD	NEWTOWN RD/NORFOLK CL	KEMPSVILLE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	KEMPSVILLE RD	BAXTER RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	BAXTER RD	PROVIDENCE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	PROVIDENCE RD	FERRELL PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	FERRELL PKWY	LYNNHAVEN PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	LYNNHAVEN PKWY	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	INDEPENDENCE BLVD	DAM NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	DAM NECK RD	S.E. PARKWAY CORRIDOR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	S.E. PARKWAY CORRIDOR	NIMMO PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	NIMMO PKWY	NORTH LANDING RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	NORTH LANDING RD	HOLLAND RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	HOLLAND RD	SEABOARD RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	SEABOARD RD	GENERAL BOOTH BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

					WITHOUT INRIX SPEED DATA																	
					NON-DIRECTIONAL																	
					AM PEAK PERIOD									PM PEAK PERIOD								
JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
VB	PRINCESS ANNE RD	GENERAL BOOTH BLVD	SANDBRIDGE RD/UPTON DR	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	SANDBRIDGE RD/UPTON DR	SEABOARD RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	SEABOARD RD	INDIAN RIVER RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	INDIAN RIVER RD	PUNGO FERRY RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PRINCESS ANNE RD	PUNGO FERRY RD	NORTH CAROLINA STATE LINE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	PROVIDENCE RD	CHESAPEAKE CL	MILITARY HWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PROVIDENCE RD	MILITARY HWY	INDIAN RIVER RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PROVIDENCE RD	INDIAN RIVER RD	KEMPSVILLE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	PROVIDENCE RD	KEMPSVILLE RD	PRINCESS ANNE RD	EW	0	0	0	0	2	0	0	2	16	10	8	0	2	0	0	36	36
VB	PUNGO FERRY RD	BLACKWATER RD	PRINCESS ANNE RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	ROSEMONT RD	DAM NECK RD	BUCKNER BLVD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	ROSEMONT RD	BUCKNER BLVD	LYNNHAVEN PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	ROSEMONT RD	LYNNHAVEN PKWY	HOLLAND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	HOLLAND RD	PLAZA TRAIL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	PLAZA TRAIL	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	ROSEMONT RD	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SALEM RD	NORTH LANDING RD	ELBOW RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	SALEM RD	ELBOW RD	INDEPENDENCE BLVD	NS	0	0	0	0	2	0	0	2	0	0	0	0	2	0	0	2	2
VB	SALEM RD	INDEPENDENCE BLVD	LYNNHAVEN PKWY	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	SALEM RD	LYNNHAVEN PKWY	PRINCESS ANNE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	SANDBRIDGE RD	PRINCESS ANNE RD	ATWOODTOWN RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	SANDBRIDGE RD	ATWOODTOWN RD	SANDPIPER DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	SEABOARD RD	PRINCESS ANNE RD (AT PA ELEMENTARY)	PRINCESS ANNE RD (AT PUNGO FIELD)	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	SHORE DRIVE	NORFOLK CL	DIAMOND SPRINGS RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SHORE DRIVE	DIAMOND SPRINGS RD	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SHORE DRIVE	INDEPENDENCE BLVD	PLEASURE HOUSE RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SHORE DRIVE	PLEASURE HOUSE RD	NORTHAMPTON BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SHORE DRIVE	NORTHAMPTON BLVD	GREAT NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	SHORE DRIVE	GREAT NECK RD	ATLANTIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	UPTON DR	NIMMO PKWY	PRINCESS ANNE RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	VA BEACH BLVD	NEWTOWN RD/NORFOLK CL	WITCHDUCK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	WITCHDUCK RD	INDEPENDENCE BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	INDEPENDENCE BLVD	CONSTITUTION DR	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	CONSTITUTION DR	ROSEMONT RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	ROSEMONT RD	S. PLAZA TRAIL/LITTLE NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	S. PLAZA TRAIL/LITTLE NECK RD	LYNNHAVEN PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	LYNNHAVEN PKWY	GREAT NECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	GREAT NECK RD	LASKIN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	LASKIN RD	FIRST COLONIAL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	FIRST COLONIAL RD	N OCEANA BLVD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	N OCEANA BLVD	BIRDNECK RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	BIRDNECK RD	PACIFIC AVE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	VA BEACH BLVD	PACIFIC AVE	ATLANTIC AVE	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	WESLEYAN DR	NORFOLK CL	BAKER RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	WESLEYAN DR	BAKER RD	DIAMOND SPRINGS RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	WESLEYAN DR	DIAMOND SPRINGS RD	HAYGOOD DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	WEST NECK RD	NIMMO PKWY	NORTH LANDING RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	WEST NECK RD	NORTH LANDING RD	INDIAN RIVER RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VB	WITCHDUCK RD	PRINCESS ANNE RD	I-264	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
VB	WITCHDUCK RD	I-264	VA BEACH BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WITHOUT INRIX SPEED DATA – NON-DIRECTIONAL – AM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	PM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
VB	WITCHDUCK RD	VA BEACH BLVD	PEMBROKE BLVD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	BOUNDARY ST	JAMESTOWN RD	FRANCIS ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	BYPASS RD	RICHMOND RD	YORK CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	BYPASS RD	ROUTE 132/YORK CL	PAGE ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	CAPITOL LANDING RD	BYPASS RD	MERRIMAC TRAIL	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	COLONIAL NATL HIST PKWY	JAMES CITY CL/RTE 199	YORK CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	FRANCIS ST	BOUNDARY ST	HENRY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	HENRY ST S.	ROUTE 199	FRANCIS ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	HENRY ST	FRANCIS ST	LAFAYETTE ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	HENRY ST N.	LAFAYETTE ST	RTE 132Y	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	IRONBOUND RD	JAMES CITY CL	DEPUE DR	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	IRONBOUND RD	DEPUE DR	LONGHILL RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	IRONBOUND RD	LONGHILL RD	RICHMOND RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	JAMESTOWN RD	JAMES CITY CL	RTE 199	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	JAMESTOWN RD	RTE 199	JOHN TYLER LN	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	JAMESTOWN RD	JOHN TYLER LN	COLLEGE CREEK	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	JAMESTOWN RD	COLLEGE CREEK	BOUNDARY ST	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	LAFAYETTE ST	RICHMOND RD	HENRY ST	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
WMB	LAFAYETTE ST	HENRY ST	CAPITOL LANDING RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	LAFAYETTE ST	CAPITOL LANDING RD	PAGE ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	MERRIMAC TRAIL	YORK CL (SOUTH)	CAPITOL LANDING RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	MERRIMAC TRAIL	CAPITOL LANDING RD	YORK CL (NORTH)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	MONTICELLO AVE	IRONBOUND RD	RICHMOND RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	PAGE ST	BYPASS RD	SECOND ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	PAGE ST	SECOND ST	YORK ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	QUARTERPATH RD	ROUTE 199	YORK ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	RICHMOND RD	JAMES CITY CL	IRONBOUND RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	IRONBOUND RD	BYPASS RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	RICHMOND RD	BYPASS RD	MONTICELLO AVE	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	RICHMOND RD	MONTICELLO AVE	BROOKS ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	RICHMOND RD	BROOKS ST	BOUNDARY ST	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	ROUTE 132	ROUTE 132Y	BYPASS RD/YORK CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	ROUTE 132Y	ROUTE 132	COLONIAL PKWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	ROUTE 199	JAMES CITY CL (WEST)	JAMESTOWN RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	ROUTE 199	JAMESTOWN RD	JAMES CITY CL (EAST)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WMB	SECOND ST	PAGE ST	YORK CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	TREYBURN DR	MONTICELLO AVE	IRONBOUND RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WMB	YORK ST	PAGE ST	JAMES CITY CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BALLARD ST	COLONIAL PKWY	COOK RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YC	BALLARD ST	COOK RD	COAST GUARD TRAINING CENTER	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
YC	BIG BETHEL RD	HAMPTON CL	HAMPTON HWY (RTE 134)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BIG BETHEL RD	HAMPTON HWY (RTE 134)	VICTORY BLVD (RTE 171)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BYPASS RD	WILLIAMSBURG CL	WALLER MILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	BYPASS RD	WALLER MILL RD	ROUTE 132/WILLIAMSBURG CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	COLONIAL NATL HIST PKWY	WILLIAMSBURG CL	BALLARD ST	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YC	COOK RD	GEORGE WASHINGTON HWY	GOOSLEY RD	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
YC	COOK RD	GOOSLEY RD	BALLARD ST	NS	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	8
YC	DENBIGH BLVD	NEWPORT NEWS CL	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
YC	EAST YORKTOWN RD	VICTORY BLVD	POQUOSON CL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
YC	FORT EUSTIS BLVD	NEWPORT NEWS CL	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

See page E-59 for Legend

Appendix E – CMP Roadway Segment Scores – Arterials (without INRIX data)

JURIS	FACILITY NAME	SEGMENT FROM	SEGMENT TO	DIR	WITHOUT INRIX SPEED DATA – NON-DIRECTIONAL – AM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL AM SCORE	PM PEAK PERIOD: VOLUME PER LANE	V/C	VOLUME/DELAY	EXISTING TRUCKS	FUTURE TRUCK DELAY	SAFETY	NHS/MILITARY/STRAHNET	TOTAL PM SCORE	NON-DIR SEGMENT SCORE
YC	FORT EUSTIS BLVD EXT	ROUTE 17	OLD YORK - HAMPTON HWY	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	GEORGE WASHINGTON HWY	NEWPORT NEWS CL	VICTORY BLVD (RTE 171)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GEORGE WASHINGTON HWY	VICTORY BLVD (RTE 171)	HAMPTON HWY (RTE 134)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GEORGE WASHINGTON HWY	HAMPTON HWY (RTE 134)	DARE RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GEORGE WASHINGTON HWY	DARE RD	DENBIGH BLVD (RTE 173)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GEORGE WASHINGTON HWY	DENBIGH BLVD (RTE 173)	FORT EUSTIS BLVD (RTE 105)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GEORGE WASHINGTON HWY	FORT EUSTIS BLVD (RTE 105)	COOK RD	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GEORGE WASHINGTON HWY	COOK RD	GOOSLEY RD (RTE 238)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GEORGE WASHINGTON HWY	GOOSLEY RD (RTE 238)	GLOUCESTER CL (COLEMAN BRIDGE)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GOODWIN NECK RD	ROUTE 17	WOLF TRAP RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	GOOSLEY RD	OLD WILLIAMSBURG RD	CRAWFORD RD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
YC	GOOSLEY RD	CRAWFORD RD	ROUTE 17	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
YC	GOOSLEY RD	ROUTE 17	COOK RD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
YC	HAMPTON HWY	ROUTE 17	VICTORY BLVD (RTE 171)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	HAMPTON HWY	VICTORY BLVD (RTE 171)	BIG BETHEL RD (RTE 600)	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	HAMPTON HWY	BIG BETHEL RD (RTE 600)	NCL HAMPTON	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	LIGHTFOOT RD	ROUTE 60	MOORETOWN RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MERRIMAC TRAIL	JAMES CITY CL	BUSCH GARDENS INTERCHANGE	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MERRIMAC TRAIL	BUSCH GARDENS INTERCHANGE	ROUTE 199/JAMES CITY CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MERRIMAC TRAIL	PENNIMAN RD/JAMES CITY CL	SECOND ST	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MERRIMAC TRAIL	SECOND ST	WILLIAMSBURG CL	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MERRIMAC TRAIL	WILLIAMSBURG CL	ROUTE 132	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	MOORETOWN RD	WALLER MILL RD	AIRPORT RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MOORETOWN RD	AIRPORT RD	OLD MOORETOWN RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MOORETOWN RD	OLD MOORETOWN RD	ROUTE 199	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	MOORETOWN RD	ROUTE 199	LIGHTFOOT RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	NEWMAN RD	I-64	FENTON MILL RD	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	OLD WILLIAMSBURG RD	NEWPORT NEWS CL	BAPTIST RD/MAIN RD	EW	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	12	**12**
YC	OLD WILLIAMSBURG RD	BAPTIST RD/MAIN RD	GOOSLEY RD	EW	0	0	0	0	0	0	8	8	0	0	0	0	0	0	8	8	**8**
YC	PENNIMAN RD (RTE 641)	ROUTE 199	COLONIAL PKWY	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	POCAHONTAS TRAIL	JCC LINE @ RTE 199	KINGSMILL RD	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	POCAHONTAS TRAIL	KINGSMILL RD	BUSCH GARDENS INTERCHANGE	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	POCAHONTAS TRAIL	BUSCH GARDENS INTERCHANGE	JAMES CITY CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	ROUTE 132	BYPASS RD/WILLIAMSBURG CL	ROUTE 143	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	ROUTE 143	ROUTE 132	I-64	NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	ROUTE 199	RTE 60/RTE 143/JCC LINE	I-64	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	ROUTE 199	I-64	MARQUIS PKWY	EW	0	0	0	2	0	0	12	14	0	0	0	2	0	0	12	14	**14**
YC	ROUTE 199	MARQUIS PKWY	RTE 641 (PENNIMAN RD)	EW	0	0	0	0	0	0	12	12	0	0	0	0	0	0	12	12	**12**
YC	SECOND ST	WILLIAMSBURG CL	MERRIMAC TRAIL	EW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
YC	VICTORY BLVD	NEWPORT NEWS CL	ROUTE 17	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	VICTORY BLVD	ROUTE 17	HAMPTON HWY (RTE 134)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	VICTORY BLVD	HAMPTON HWY (RTE 134)	BIG BETHEL RD (RTE 600)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	VICTORY BLVD	BIG BETHEL RD (RTE 600)	CARYS CHAPEL RD (RTE 782)	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	VICTORY BLVD	CARYS CHAPEL RD (RTE 782)	POQUOSON CL	EW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
YC	WALLER MILL RD	ROUTE 60	MOORETOWN RD	NS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Data source: HRTPO. **'-' indicates that INRIX data was collected for that roadway segment so it was not scored using these criteria.**

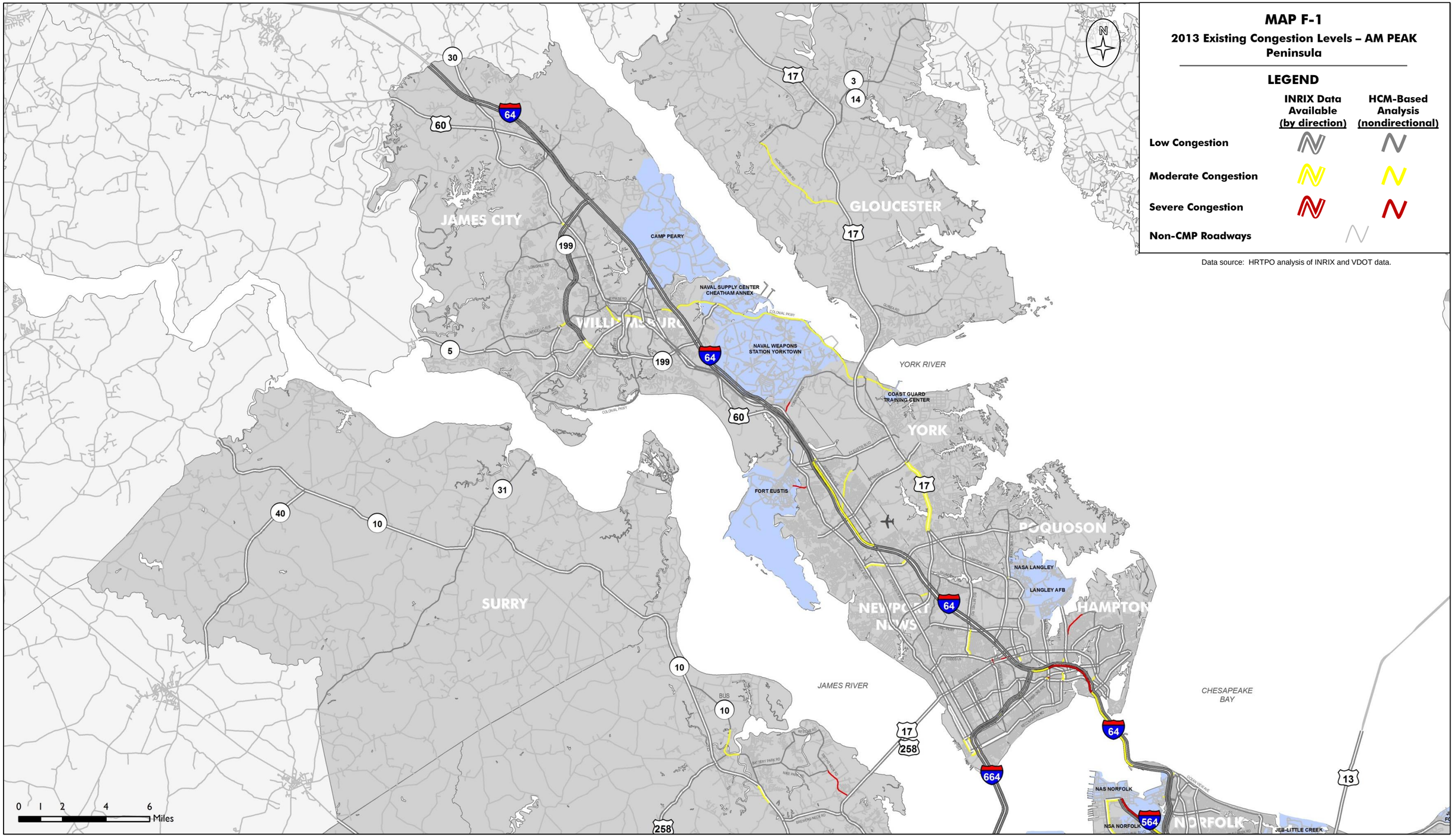
LEGEND

VOLUME PER LANE (Maximum 24 points) – Based on the ratio of the highest 15-minute volume during the peak period to the number of lanes.
V/C (Max 16 points) – Based on the ratio of the peak period 15-minute volume to capacity.
VOLUME DELAY (Max. 24 points) – An estimation of the total amount of delay based on peak period volumes and LOS.
EXISTING TRUCKS (Max. 6 points) – Based on the total existing volume of trucks on weekdays.
FUTURE TRUCK DELAY (Max. 6 points) – Based on the projected weekday truck delay in hours per mile in 2034 on the segment.
SAFETY (Max. 12 points) – Based on the segment's Potential for Safety Improvement from the Hampton Roads Regional Safety Study 2013/2014 Update.
NHS/MILITARY/STRAHNET (Max. 12 points) – Based on whether the segment is part of the National Highway System (NHS), Strategic Highway Network (STRAHNET), or is a Roadway Serving the Military according to the Hampton Roads Military Transportation Needs study.
TOTAL AM/PM SCORE (Max. 100 points) – The sum of the scores for the eight listed measures. The higher of the AM and PM scores is used as the segment score.

The CMP Roadway Segment scoring system is described in further detail on page 50.

Appendix F – MAPS

Map F-1 – Existing Congestion Levels – AM Peak Peninsula F-2
Map F-2 – Existing Congestion Levels – AM Peak Southside F-3
Map F-3 – Existing Congestion Levels – PM Peak Peninsula F-4
Map F-4 – Existing Congestion Levels – PM Peak Southside F-5
Map F-5 – 2013 Highest Travel Time Indices – AM Peak Peninsula F-6
Map F-6 – 2013 Highest Travel Time Indices – AM Peak Southside F-7
Map F-7 – 2013 Highest Travel Time Indices – PM Peak Peninsula F-8
Map F-8 – 2013 Highest Travel Time Indices – PM Peak Southside F-9
Map F-9 – Potential for Intersection Congestion Alleviation – AM Peak Peninsula F-10
Map F-10 – Potential for Intersection Congestion Alleviation – AM Peak Southside F-11
Map F-11 – Potential for Intersection Congestion Alleviation – PM Peak Peninsula F-12
Map F-12 – Potential for Intersection Congestion Alleviation – PM Peak Southside F-13
Map F-13 – 2013 Duration of Congestion – AM Peak Peninsula F-14
Map F-14 – 2013 Duration of Congestion – AM Peak Southside F-15
Map F-15 – 2013 Duration of Congestion – PM Peak Peninsula F-16
Map F-16 – 2013 Duration of Congestion – PM Peak Southside F-17
Map F-17 – 2013 Peak Period Total Delay per Mile – AM Peak Peninsula F-18
Map F-18 – 2013 Peak Period Total Delay per Mile – AM Peak Southside F-19
Map F-19 – 2013 Peak Period Total Delay per Mile – PM Peak Peninsula F-20
Map F-20 – 2013 Peak Period Total Delay per Mile – PM Peak Southside F-21
Map F-21 – 2013 Highest Planning Time Indices – AM Peak Peninsula F-22
Map F-22 – 2013 Highest Planning Time Indices – AM Peak Southside F-23
Map F-23 – 2013 Highest Planning Time Indices – PM Peak Peninsula F-24
Map F-24 – 2013 Highest Planning Time Indices – PM Peak Southside F-25
Map F-25 – CMP Roadway Scores - Peninsula F-26
Map F-26 – CMP Roadway Scores - Southside F-27



MAP F-1

2013 Existing Congestion Levels – AM PEAK
Peninsula

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.

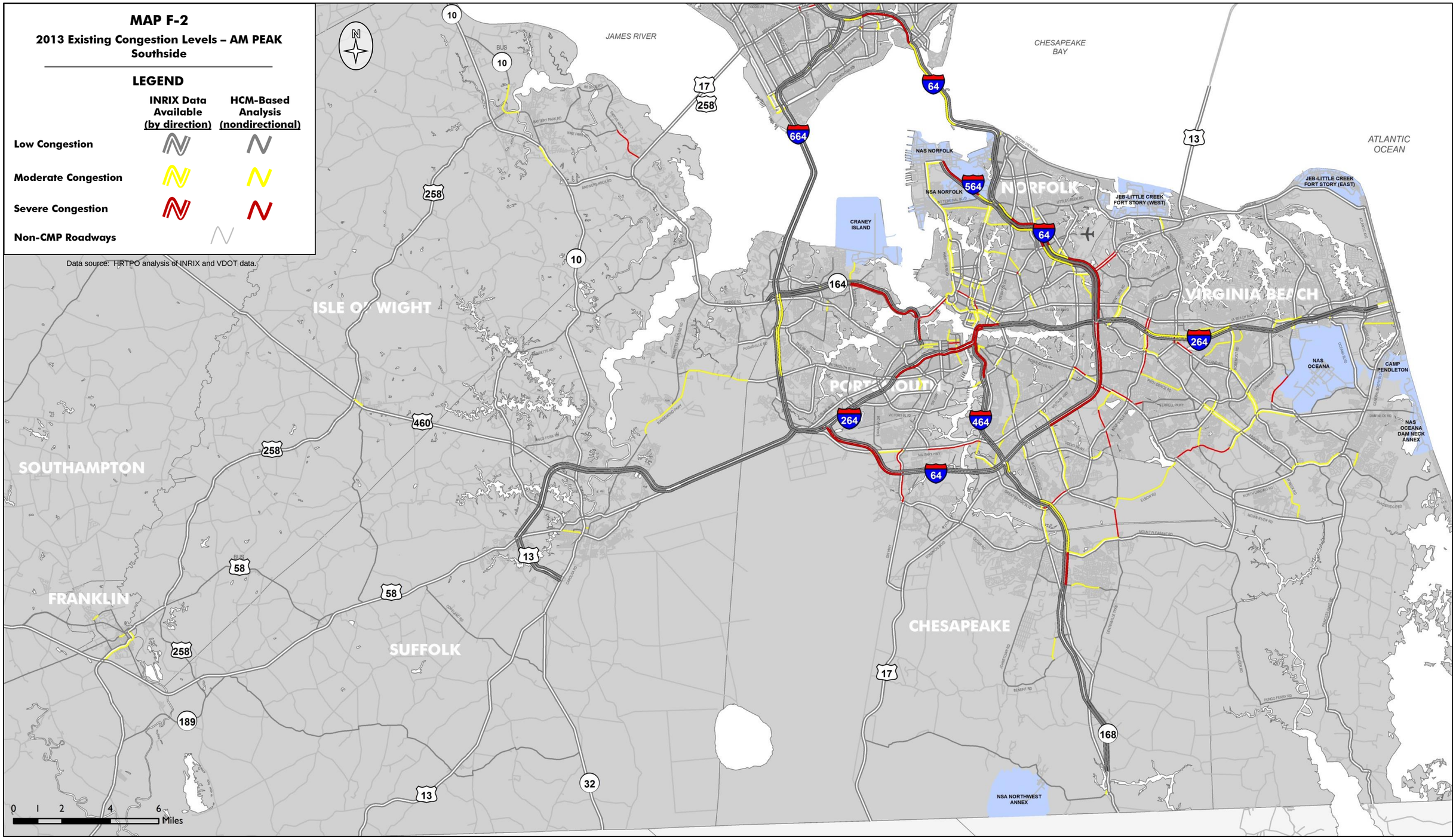
MAP F-2

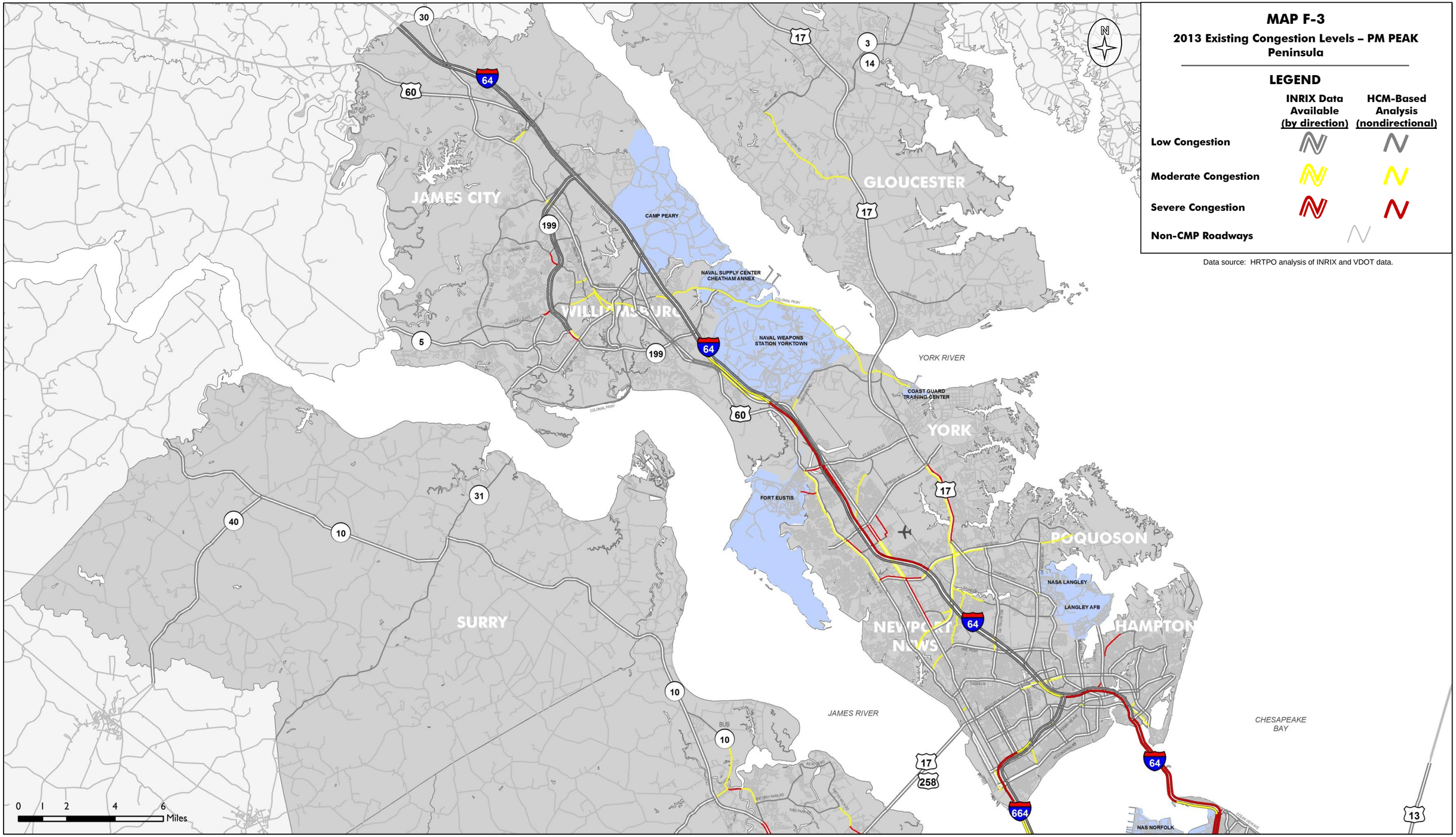
2013 Existing Congestion Levels – AM PEAK
Southside

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.





MAP F-3

2013 Existing Congestion Levels – PM PEAK Peninsula

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.

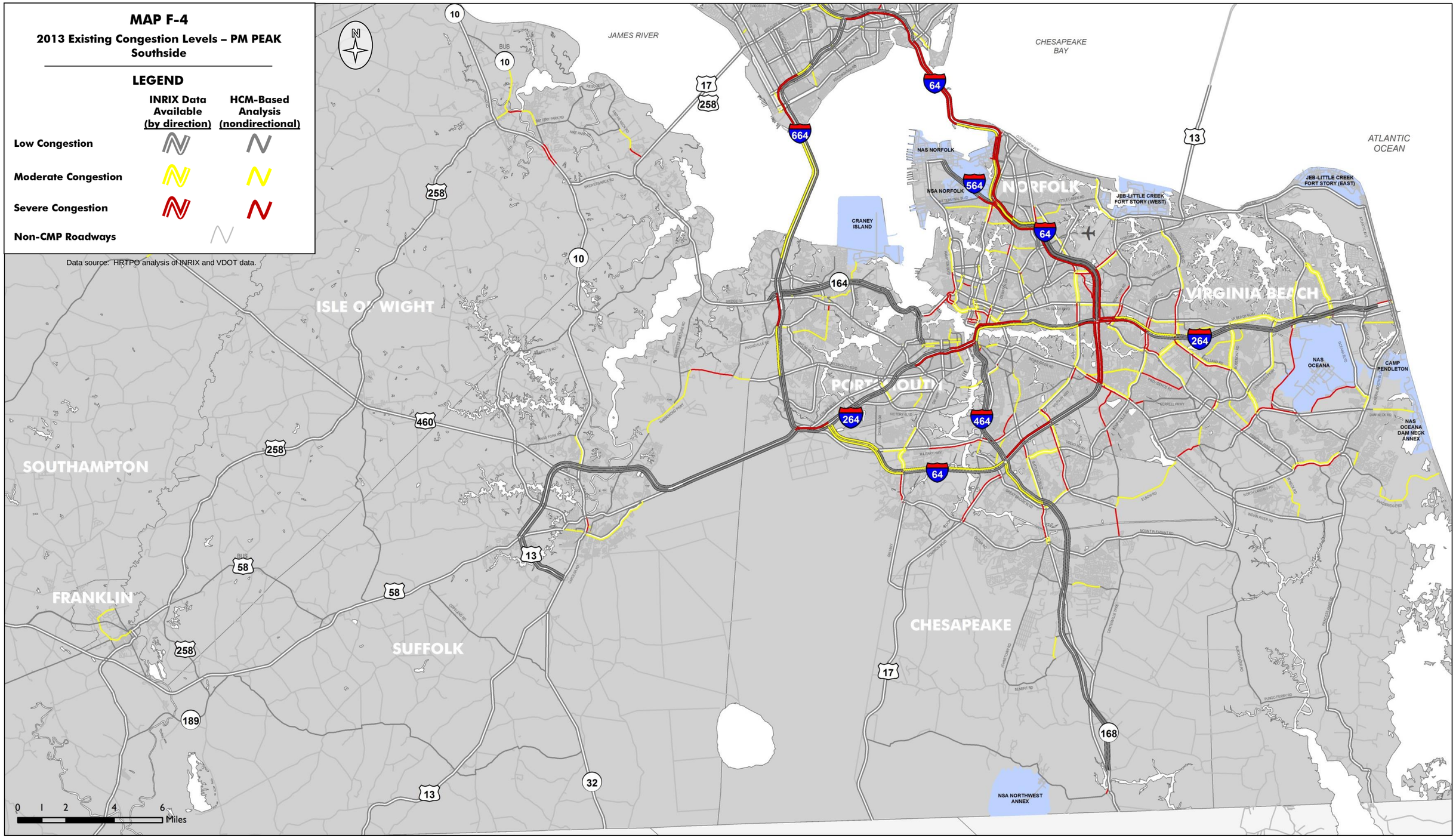
MAP F-4

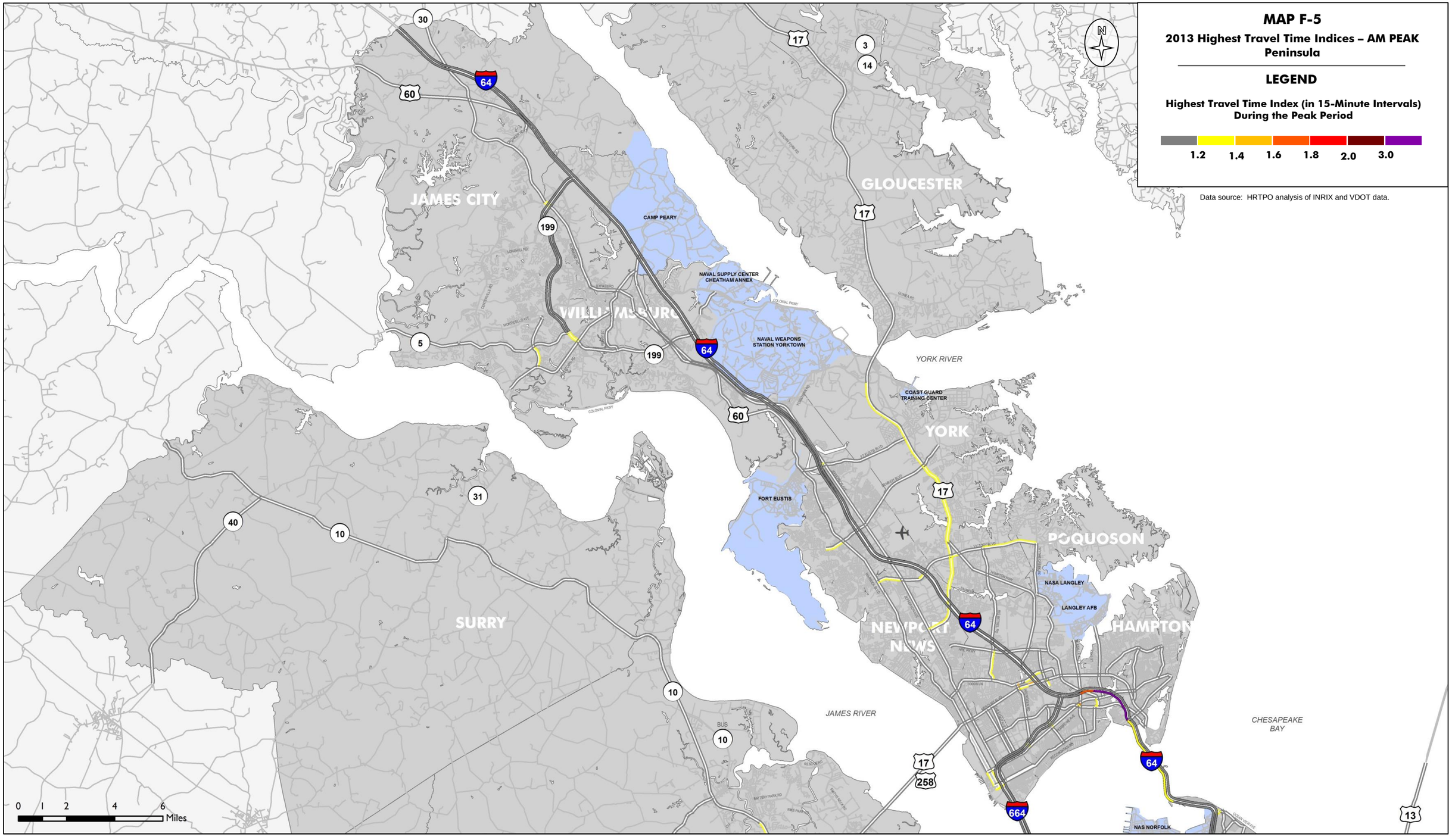
2013 Existing Congestion Levels – PM PEAK
Southside

LEGEND

	INRIX Data Available (by direction)	HCM-Based Analysis (nondirectional)
Low Congestion		
Moderate Congestion		
Severe Congestion		
Non-CMP Roadways		

Data source: HRTPO analysis of INRIX and VDOT data.




MAP F-5
2013 Highest Travel Time Indices – AM PEAK
Peninsula
LEGEND
Highest Travel Time Index (in 15-Minute Intervals)
During the Peak Period
1.2
1.4
1.6
1.8
2.0
3.0
N
Data source: HRTPO analysis of INRIX and VDOT data.
JAMES CITY
GLOUCESTER
CAMP PEARY
NAVAL SUPPLY CENTER
CHEATHAM ANNEX
NAVAL WEAPONS
STATION YORKTOWN
YORK RIVER
COAST GUARD
TRAINING CENTER
YORK
FORT EUSTIS
POQUOSON
NASA LANGLEY
LANGLEY AFB
HAMPTON
JAMES RIVER
CHESAPEAKE
BAY
NAS NORFOLK
SURRY
30
60
64
17
3
14
199
5
31
40
10
258
664
13
0 1 2 4 6
Miles

MAP F-6

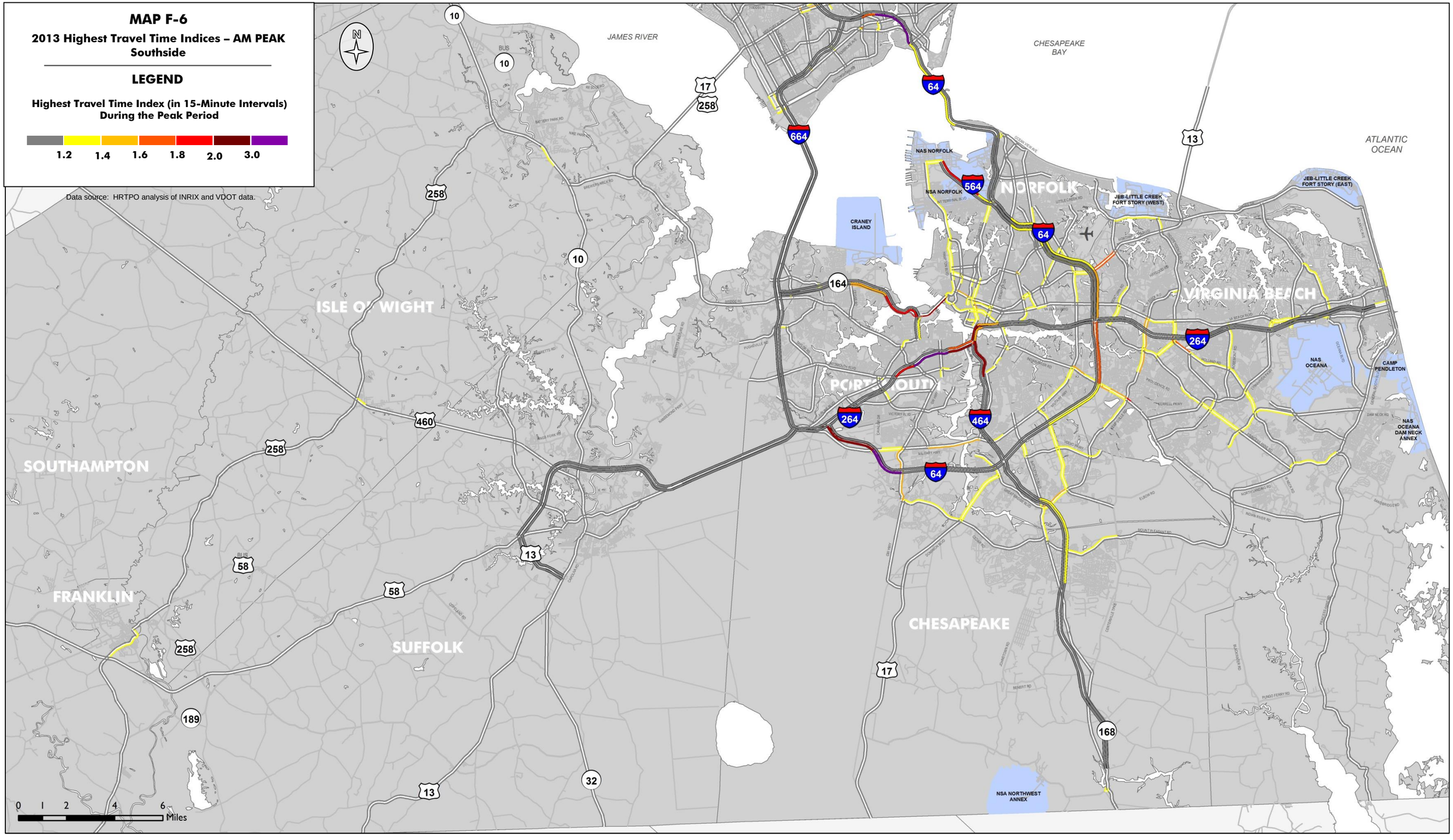
2013 Highest Travel Time Indices – AM PEAK
Southside

LEGEND

Highest Travel Time Index (in 15-Minute Intervals) During the Peak Period

1.2 1.4 1.6 1.8 2.0 3.0

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-7

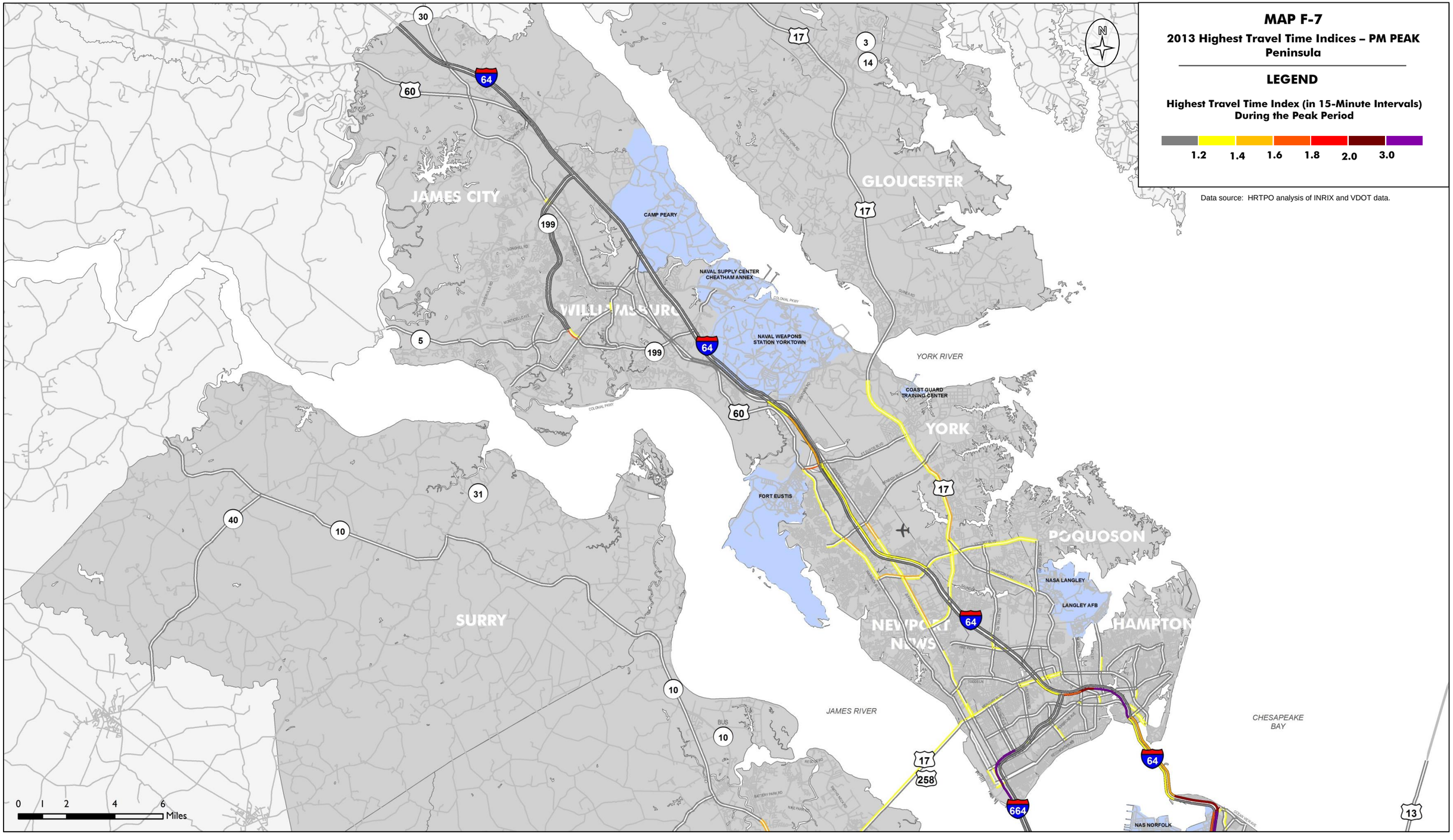
2013 Highest Travel Time Indices – PM PEAK
Peninsula

LEGEND

Highest Travel Time Index (in 15-Minute Intervals) During the Peak Period

1.2 1.4 1.6 1.8 2.0 3.0

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-8

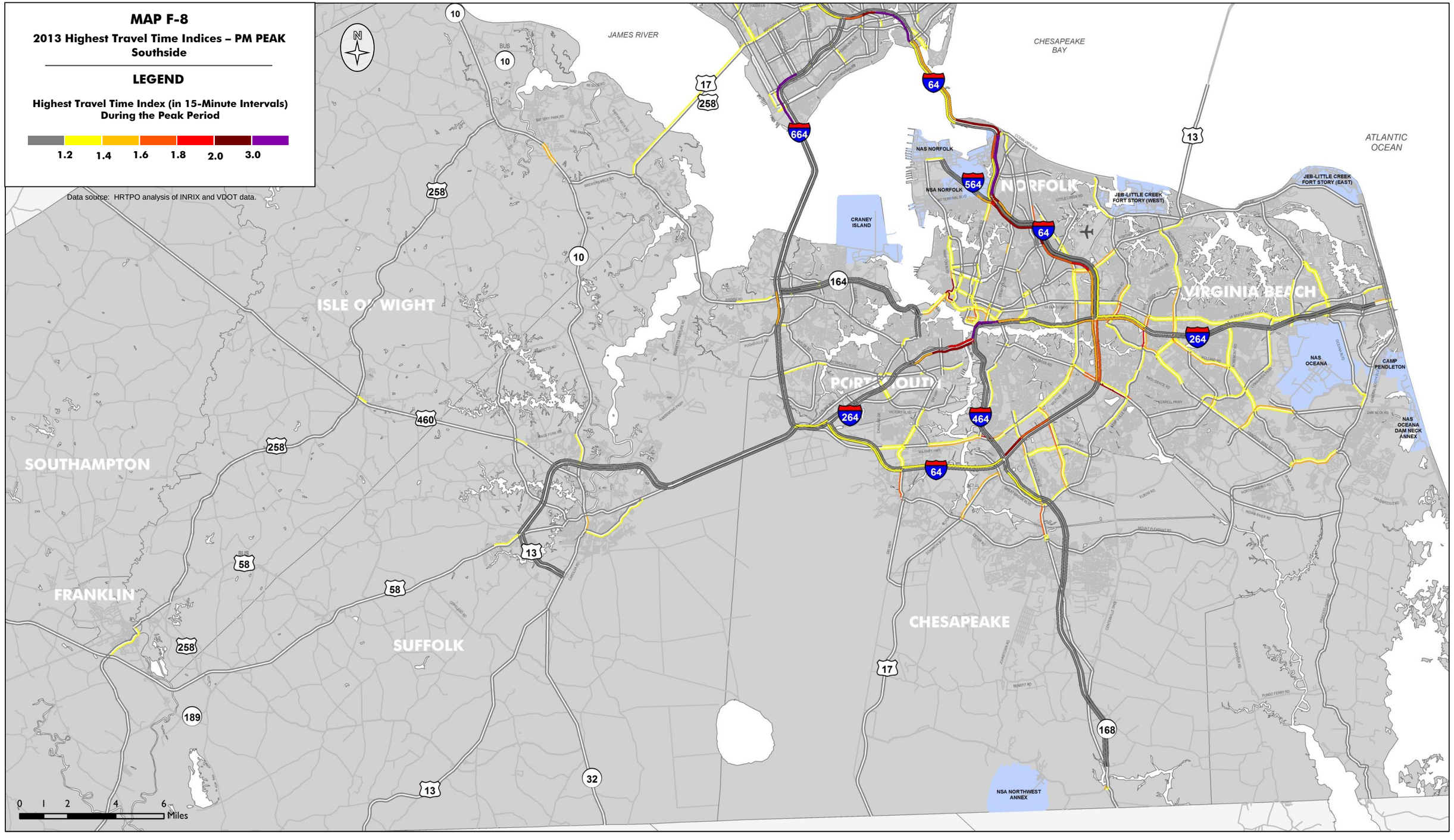
2013 Highest Travel Time Indices – PM PEAK
Southside

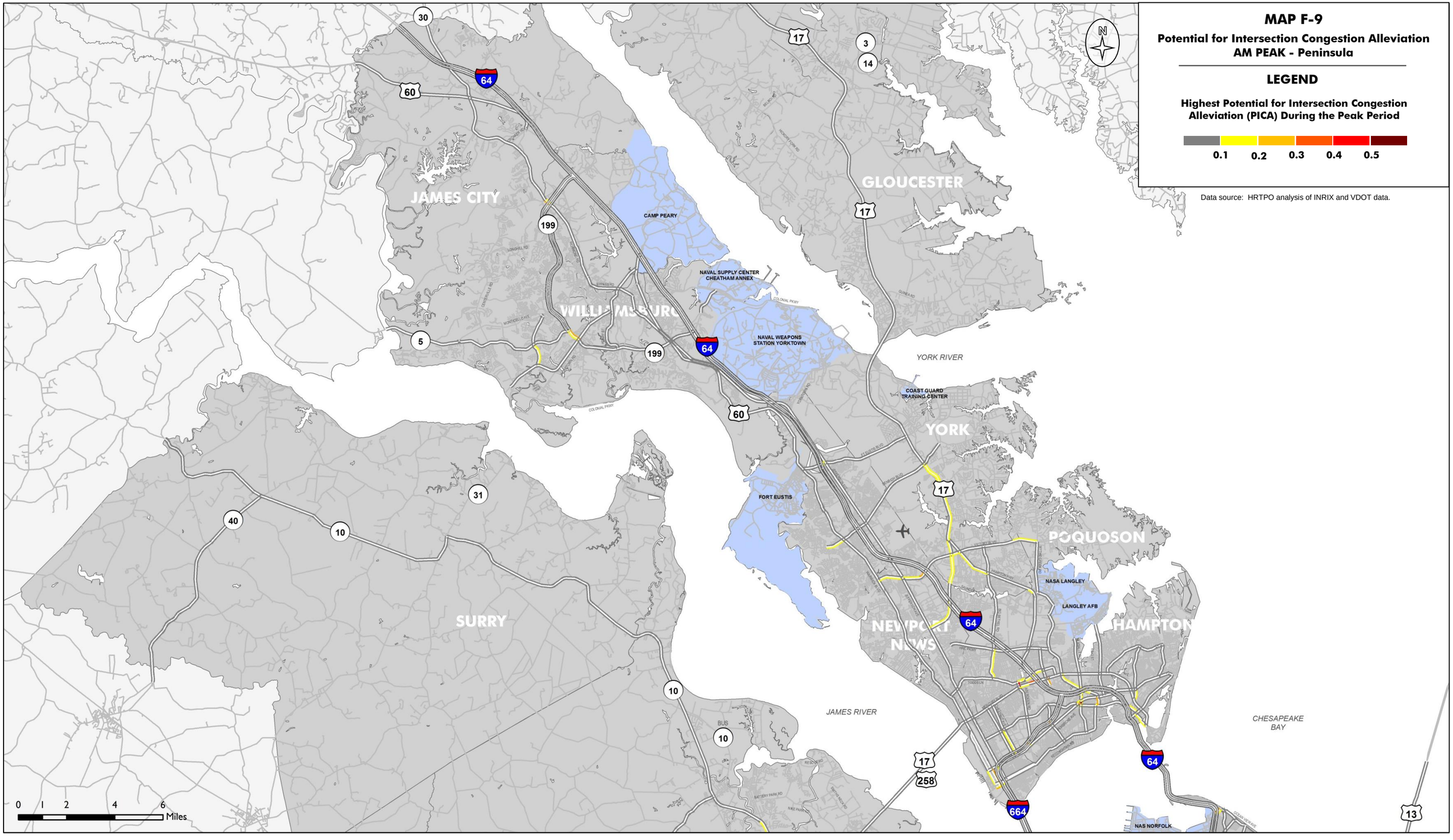
LEGEND

Highest Travel Time Index (in 15-Minute Intervals) During the Peak Period

1.2 1.4 1.6 1.8 2.0 3.0

Data source: HRTPO analysis of INRIX and VDOT data.




MAP F-9
Potential for Intersection Congestion Alleviation
AM PEAK - Peninsula
LEGEND
Highest Potential for Intersection Congestion Alleviation (PICA) During the Peak Period
0.1
0.2
0.3
0.4
0.5
Data source: HRTPO analysis of INRIX and VDOT data.
N
JAMES CITY
GLOUCESTER
CAMP PEARY
NAVAL SUPPLY CENTER CHEATHAM ANNEX
NAVAL WEAPONS STATION YORKTOWN
YORK RIVER
COAST GUARD TRAINING CENTER
YORK
FORT EUSTIS
POQUOSON
NASA LANGLEY
LANGLEY AFB
NEWPORT NEWS
HAMPTON
SURRY
JAMES RIVER
CHESAPEAKE BAY
NAS NORFOLK
0 1 2 4 6 Miles

MAP F-10

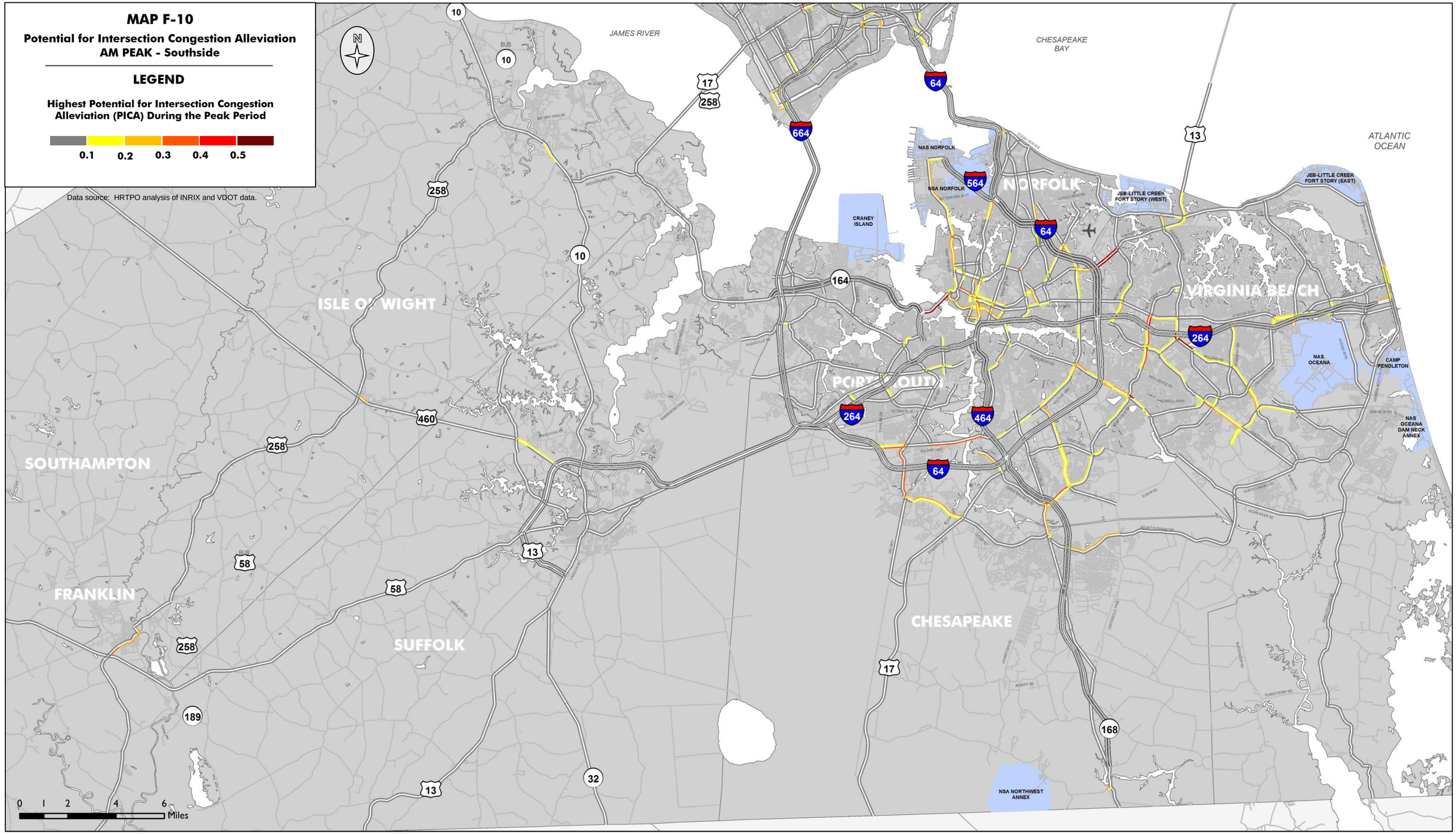
Potential for Intersection Congestion Alleviation
AM PEAK - Southside

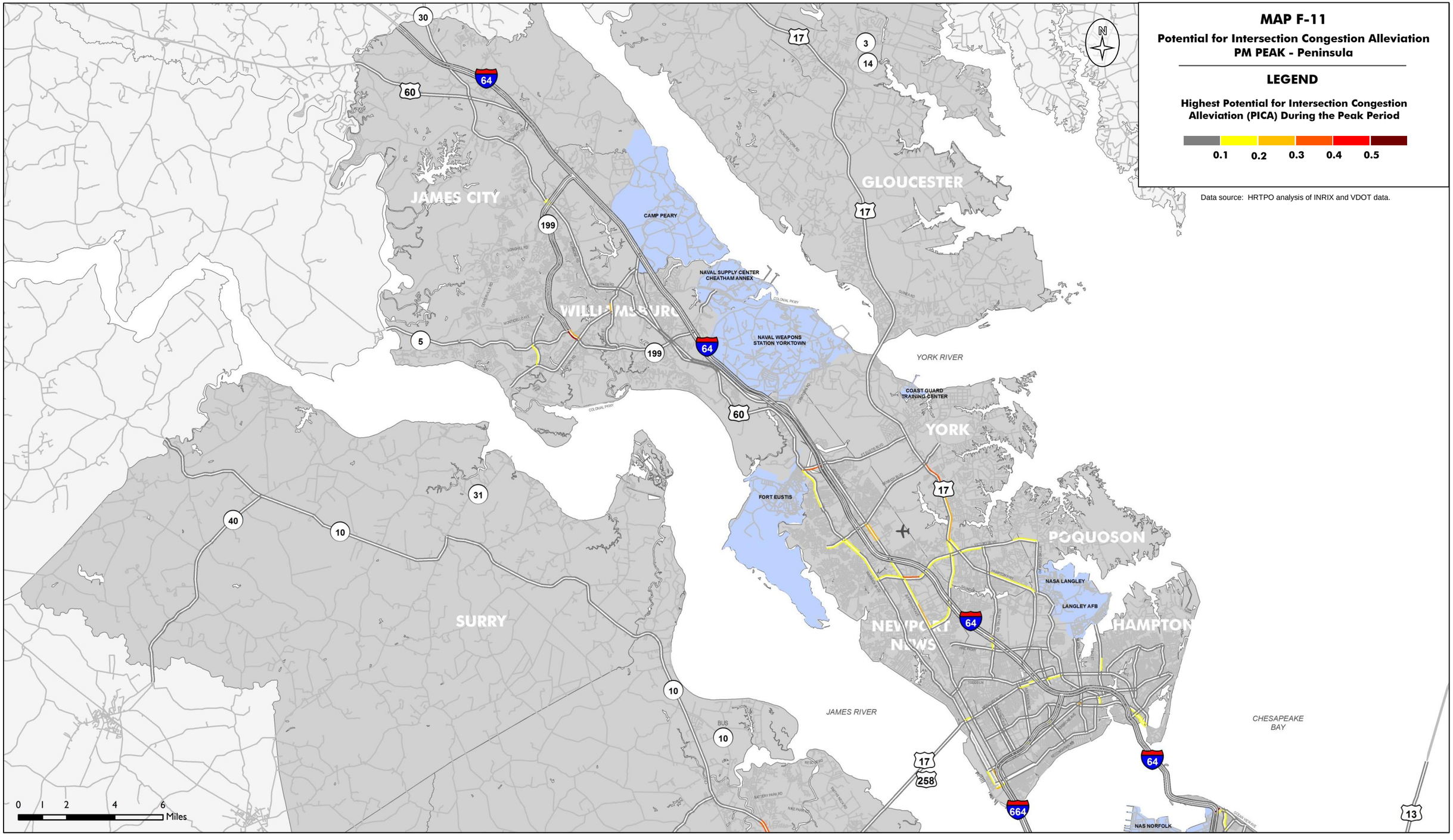
LEGEND

Highest Potential for Intersection Congestion Alleviation (PICA) During the Peak Period

0.1 0.2 0.3 0.4 0.5

Data source: HRTPO analysis of INRIX and VDOT data.




MAP F-11
Potential for Intersection Congestion Alleviation
PM PEAK - Peninsula
LEGEND
Highest Potential for Intersection Congestion Alleviation (PICA) During the Peak Period
0.1
0.2
0.3
0.4
0.5
Data source: HRTPO analysis of INRIX and VDOT data.
N
JAMES CITY
GLOUCESTER
CAMP PEARY
NAVAL SUPPLY CENTER CHEATHAM ANNEX
NAVAL WEAPONS STATION YORKTOWN
YORK RIVER
COAST GUARD TRAINING CENTER
YORK
FORT EUSTIS
POQUOSON
NASA LANGLEY
LANGLEY AFB
NEWPORT NEWS
HAMPTON
JAMES RIVER
CHESAPEAKE BAY
NAS NORFOLK
SURRY
30
64
60
17
3
14
199
5
31
40
10
258
664
13
0 1 2 4 6
Miles

MAP F-12

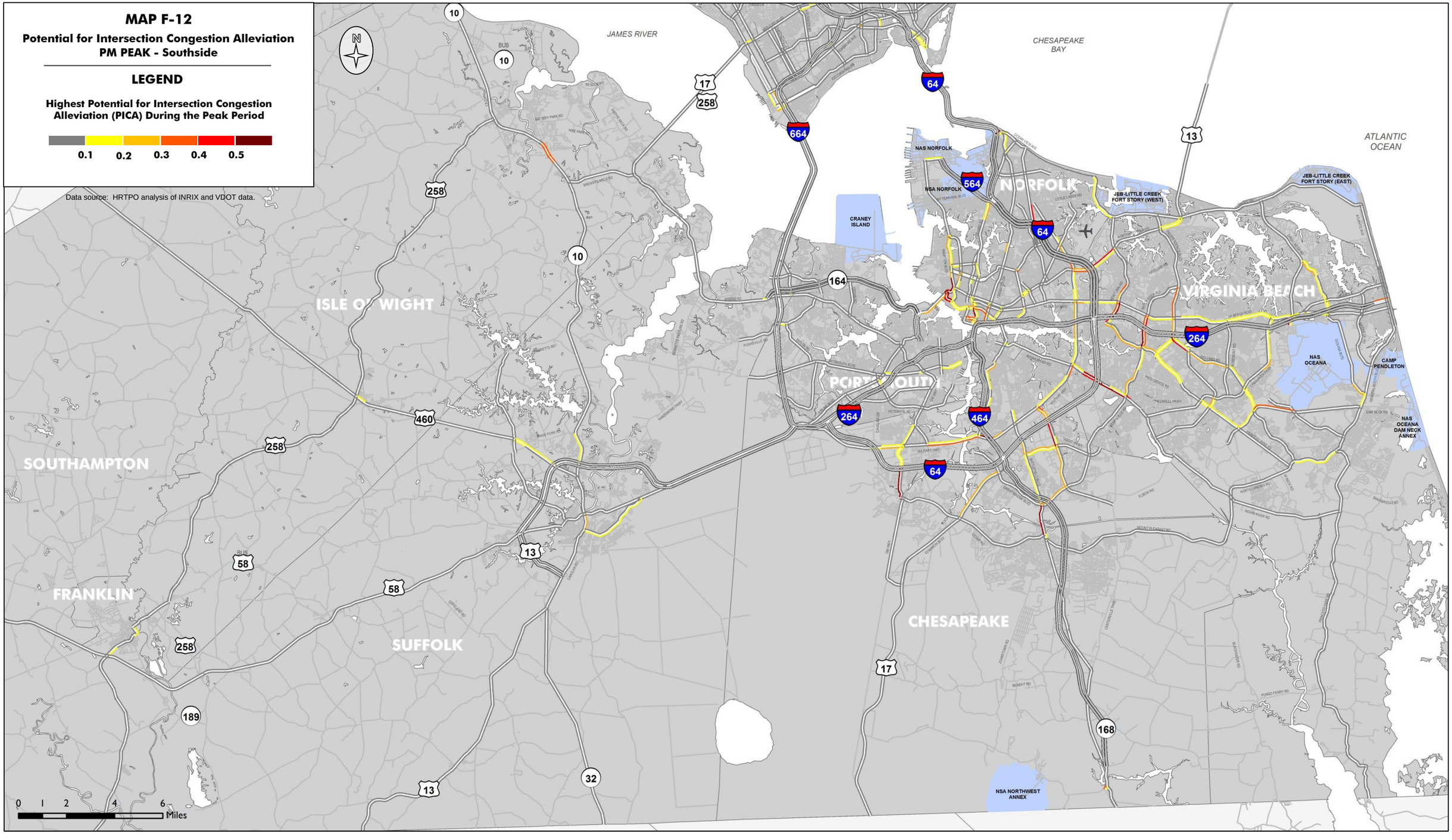
Potential for Intersection Congestion Alleviation
PM PEAK - Southside

LEGEND

Highest Potential for Intersection Congestion Alleviation (PICA) During the Peak Period

0.1 0.2 0.3 0.4 0.5

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-13

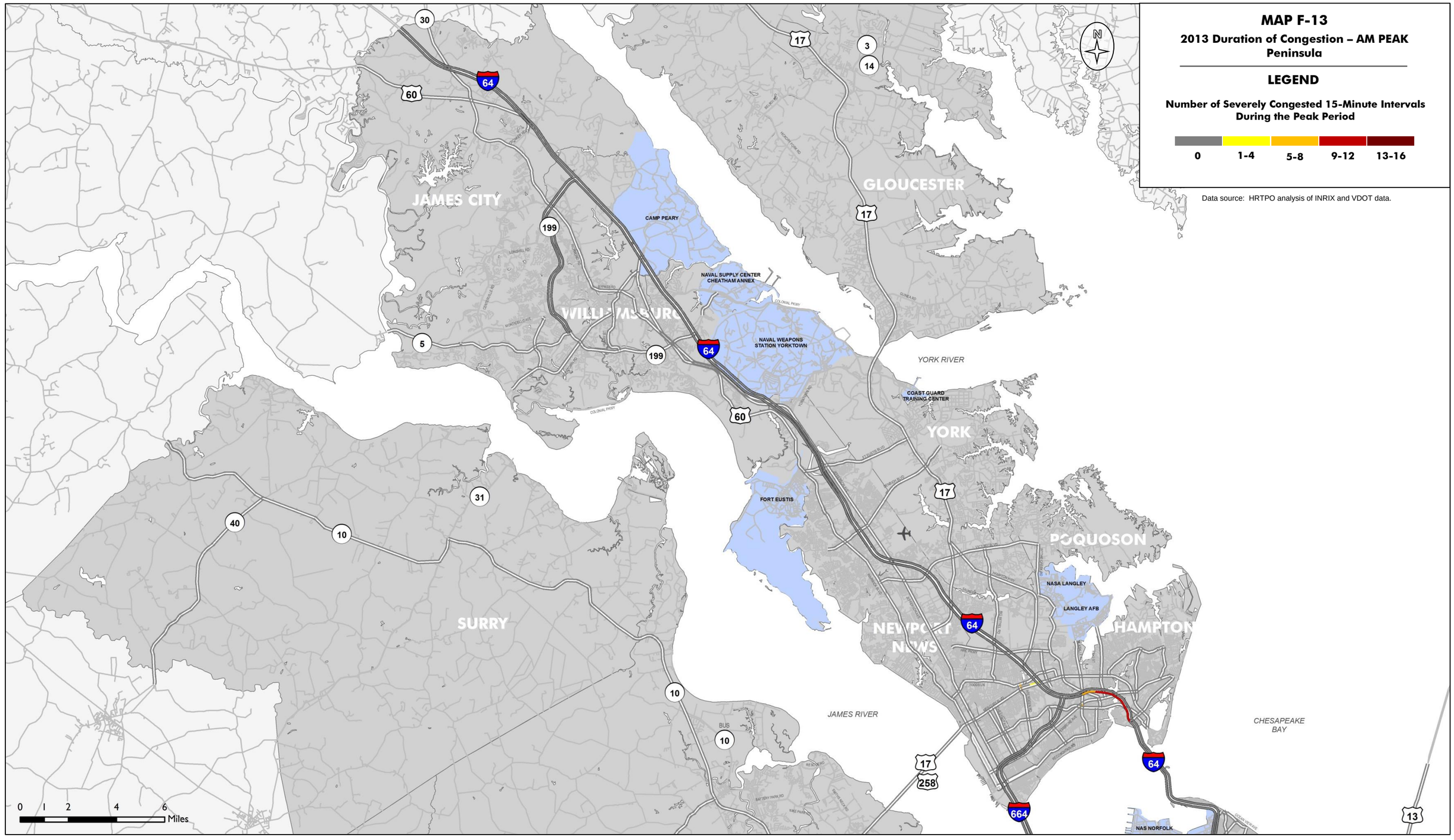
2013 Duration of Congestion – AM PEAK Peninsula

LEGEND

Number of Severely Congested 15-Minute Intervals During the Peak Period

0	1-4	5-8	9-12	13-16

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-14

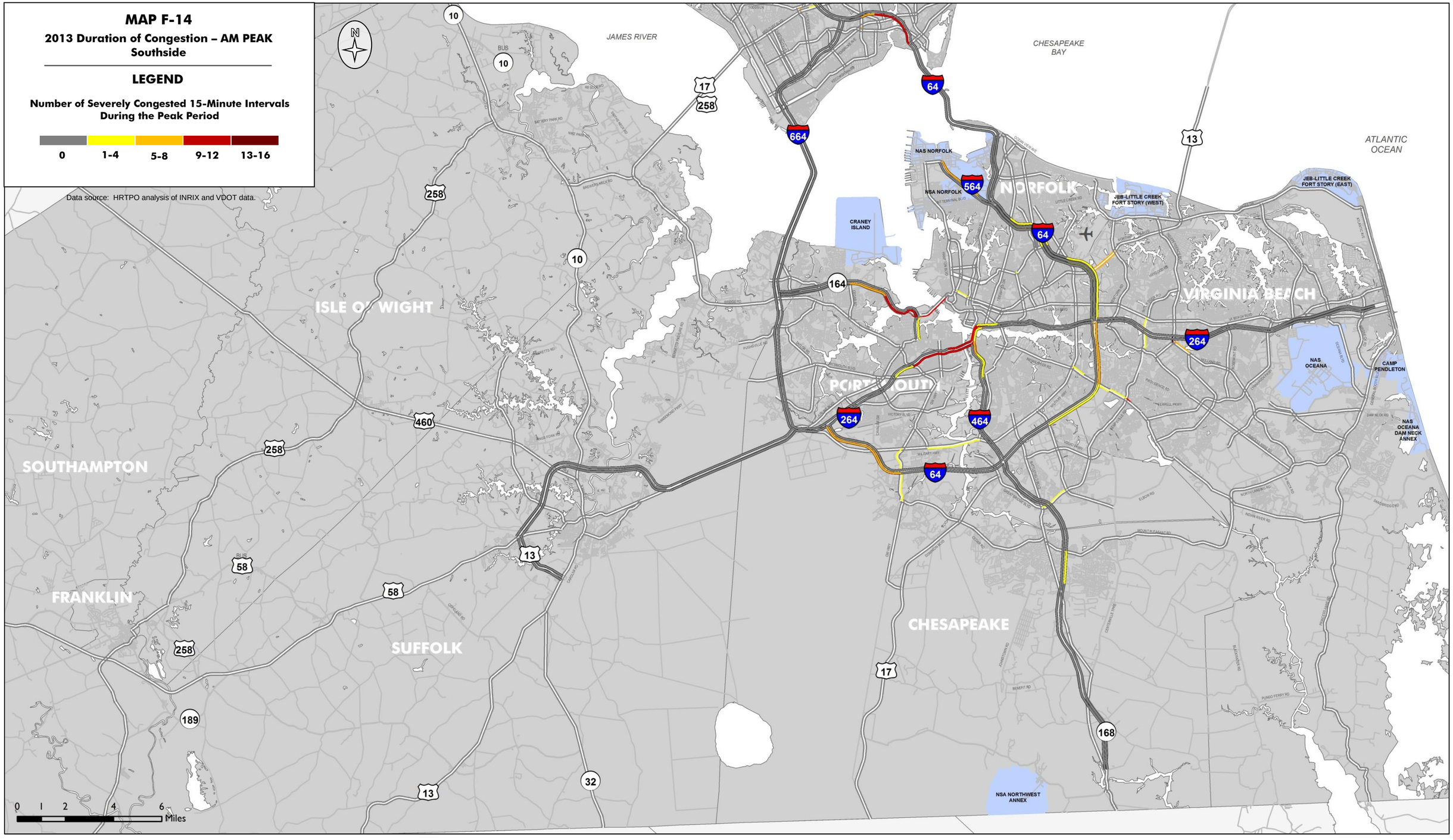
2013 Duration of Congestion – AM PEAK
Southside

LEGEND

Number of Severely Congested 15-Minute Intervals During the Peak Period

0	1-4	5-8	9-12	13-16

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-15

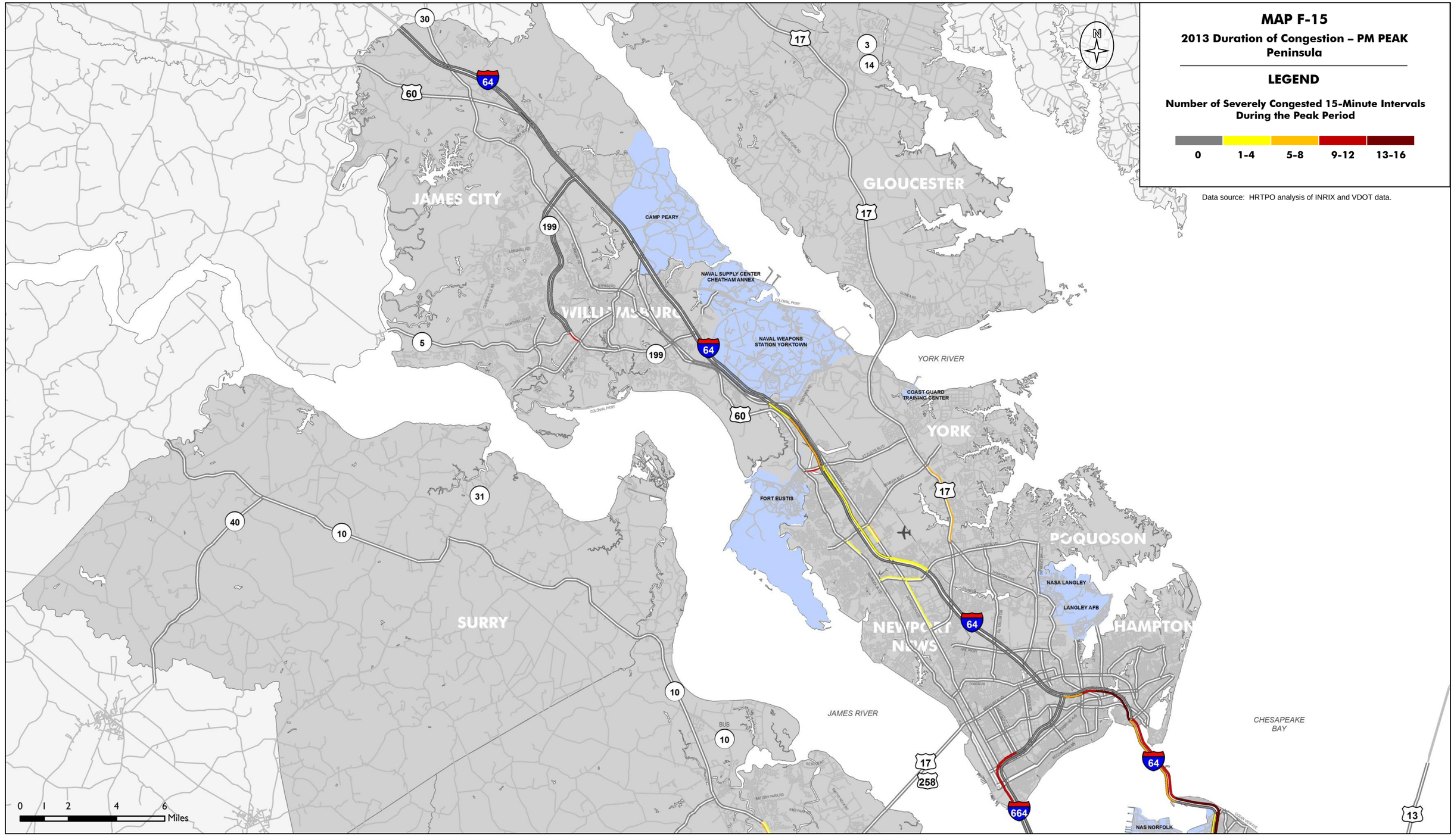
2013 Duration of Congestion – PM PEAK Peninsula

LEGEND

Number of Severely Congested 15-Minute Intervals During the Peak Period

0	1-4	5-8	9-12	13-16

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-16

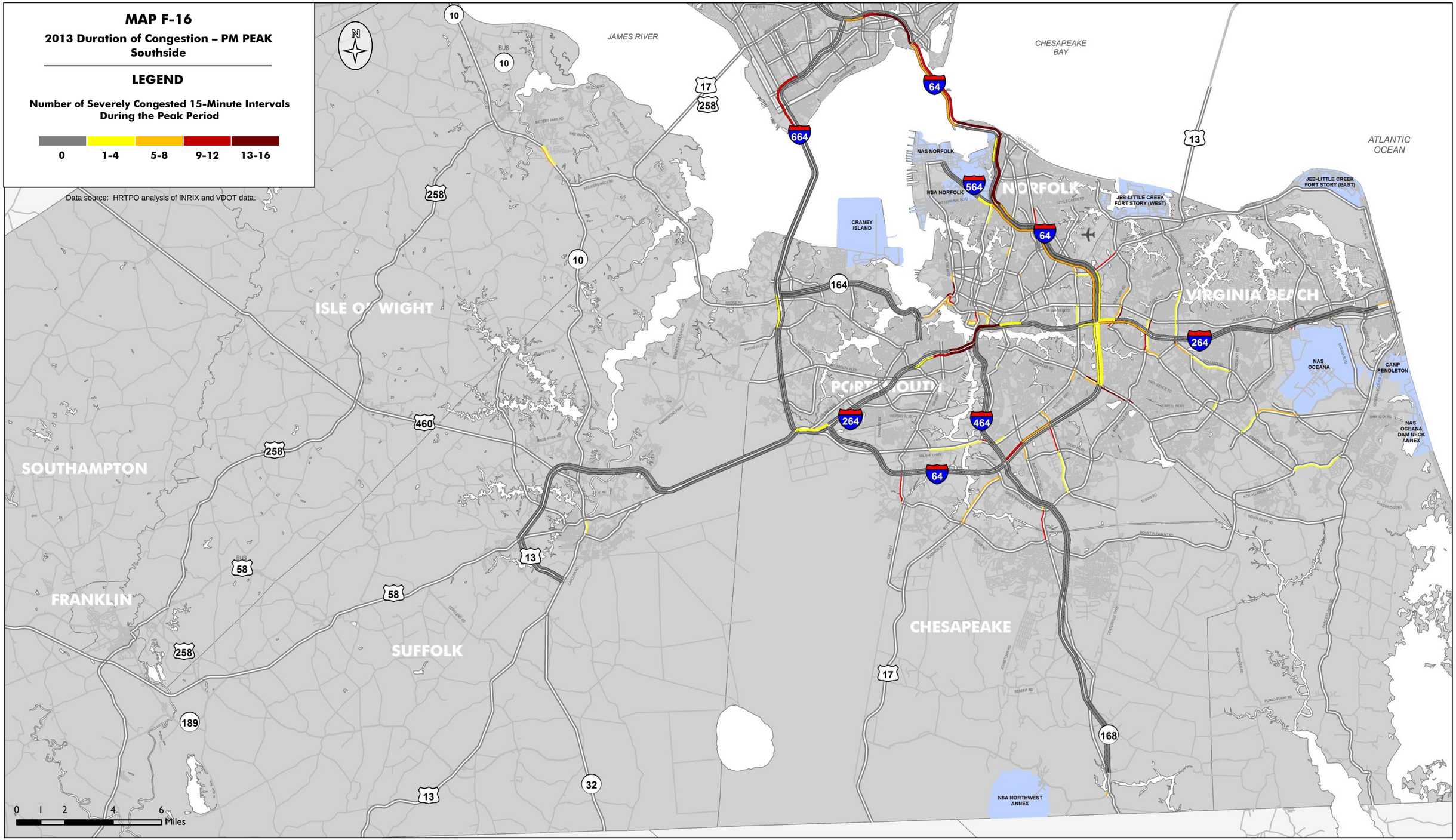
2013 Duration of Congestion – PM PEAK
Southside

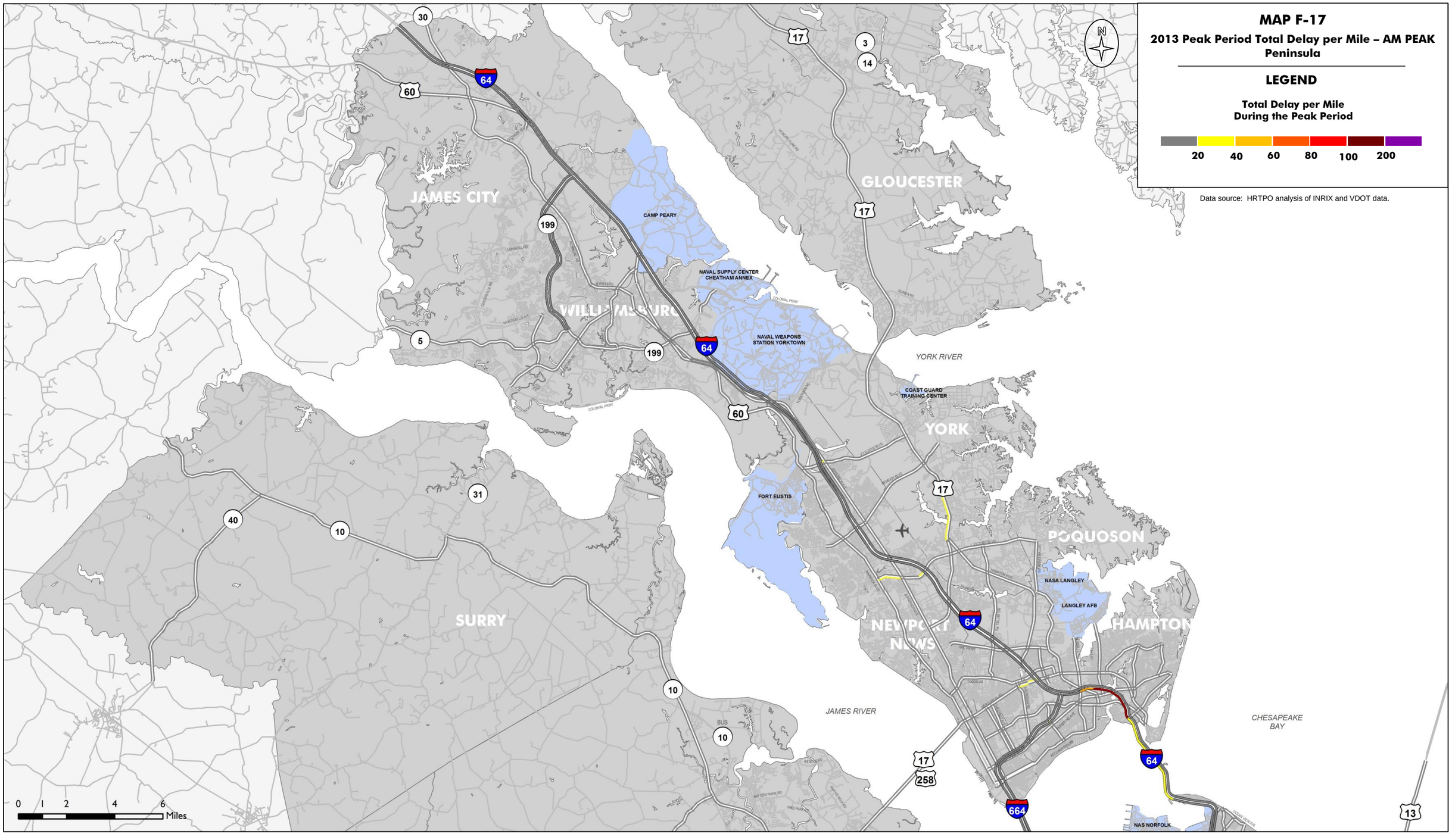
LEGEND

Number of Severely Congested 15-Minute Intervals During the Peak Period

0	1-4	5-8	9-12	13-16

Data source: HRTPO analysis of INRIX and VDOT data.




MAP F-17
2013 Peak Period Total Delay per Mile – AM PEAK
Peninsula
LEGEND
Total Delay per Mile
During the Peak Period
20
40
60
80
100
200
Data source: HRTPO analysis of INRIX and VDOT data.
N
JAMES CITY
GLOUCESTER
CAMP PEARY
NAVAL SUPPLY CENTER
CHEATHAM ANNEX
NAVAL WEAPONS
STATION YORKTOWN
YORK RIVER
COAST GUARD
TRAINING CENTER
YORK
FORT EUSTIS
POQUOSON
NASA LANGLEY
LANGLEY AFB
HAMPTON
JAMES RIVER
CHESAPEAKE
BAY
NAS NORFOLK
SURRY
30
60
64
17
3
14
199
5
31
40
10
258
664
13
0 1 2 4 6
Miles

MAP F-18

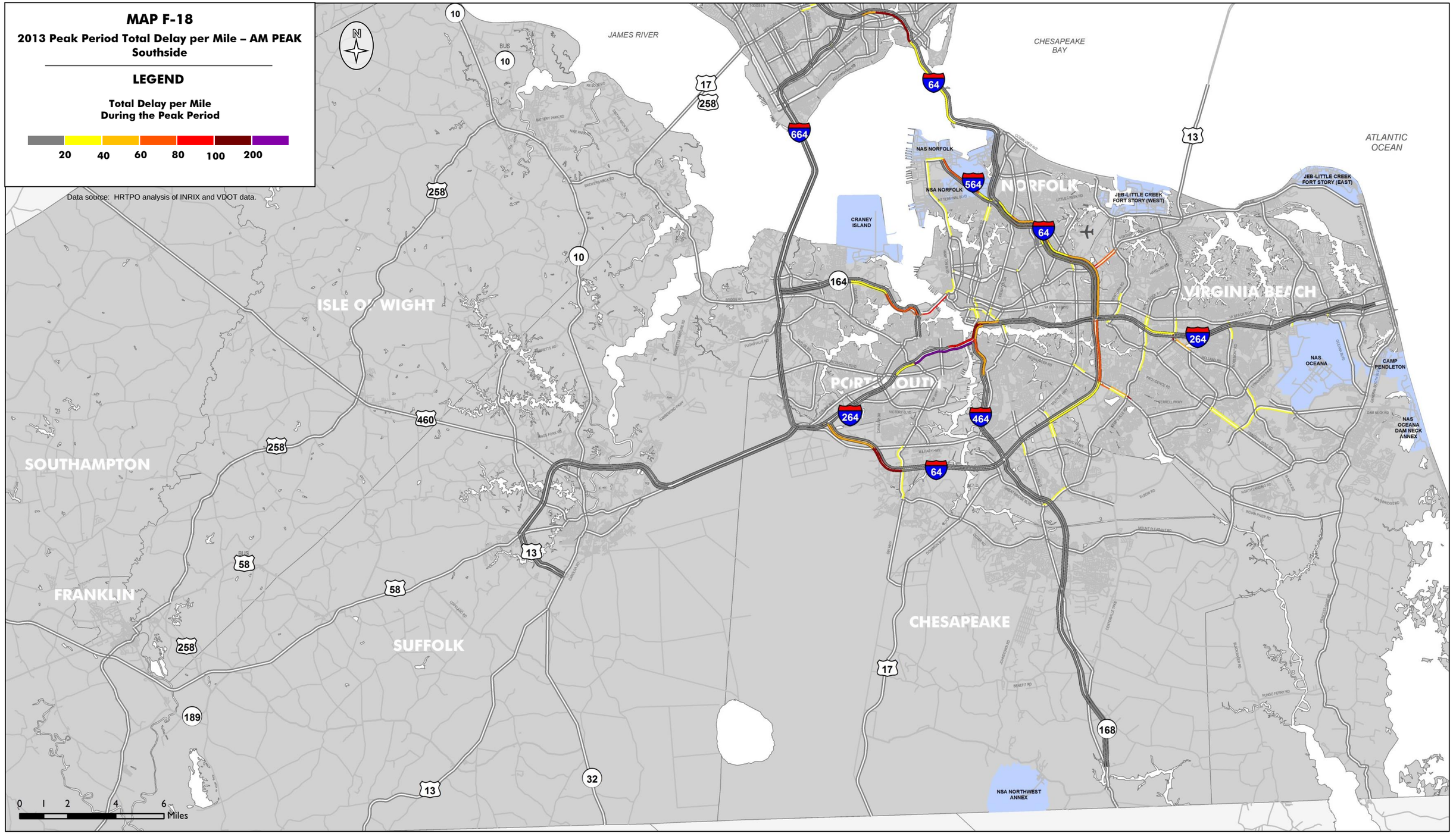
2013 Peak Period Total Delay per Mile – AM PEAK
Southside

LEGEND

Total Delay per Mile
During the Peak Period

20 40 60 80 100 200

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-19

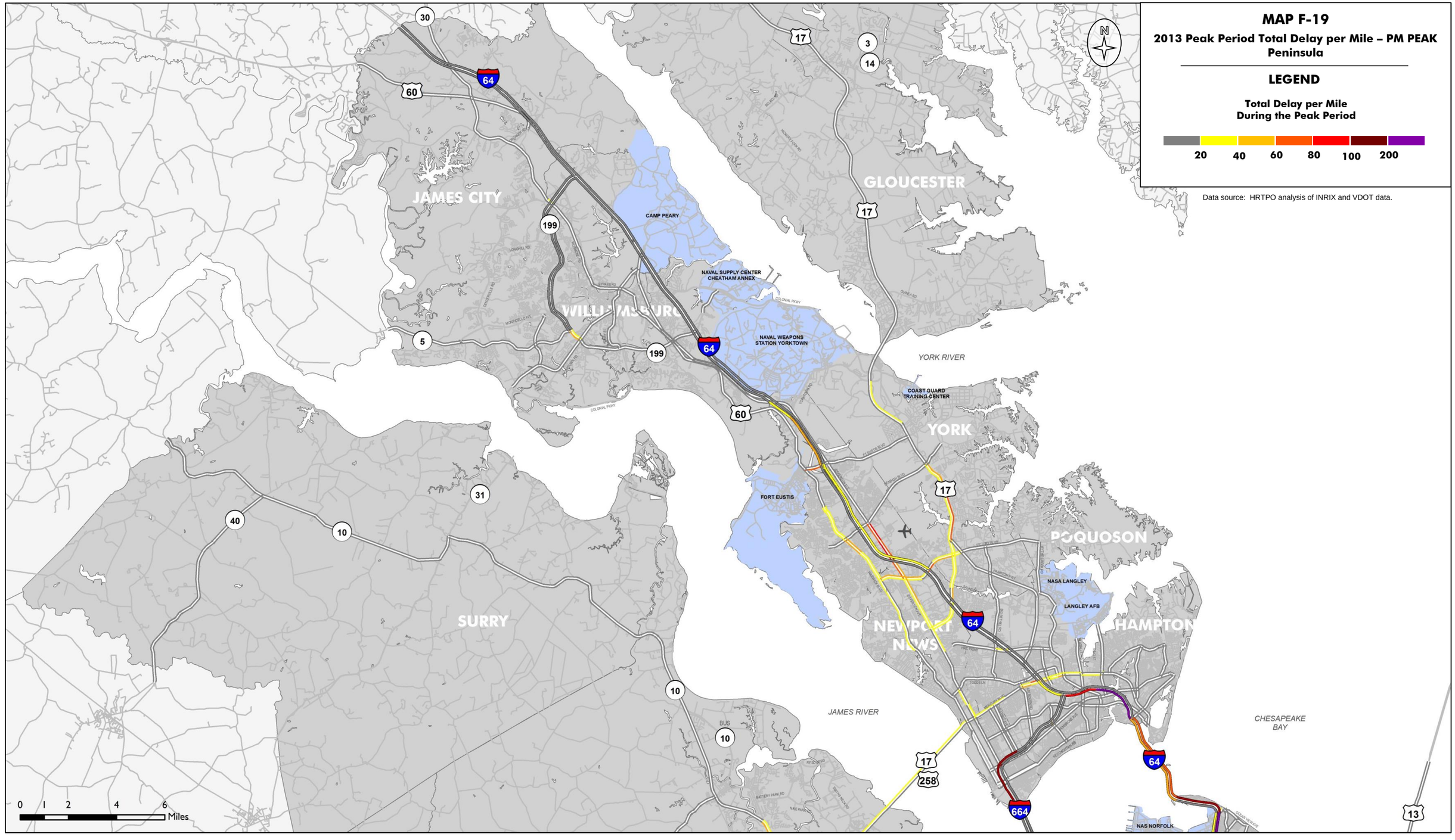
2013 Peak Period Total Delay per Mile – PM PEAK
Peninsula

LEGEND

Total Delay per Mile
During the Peak Period

20 40 60 80 100 200

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-20

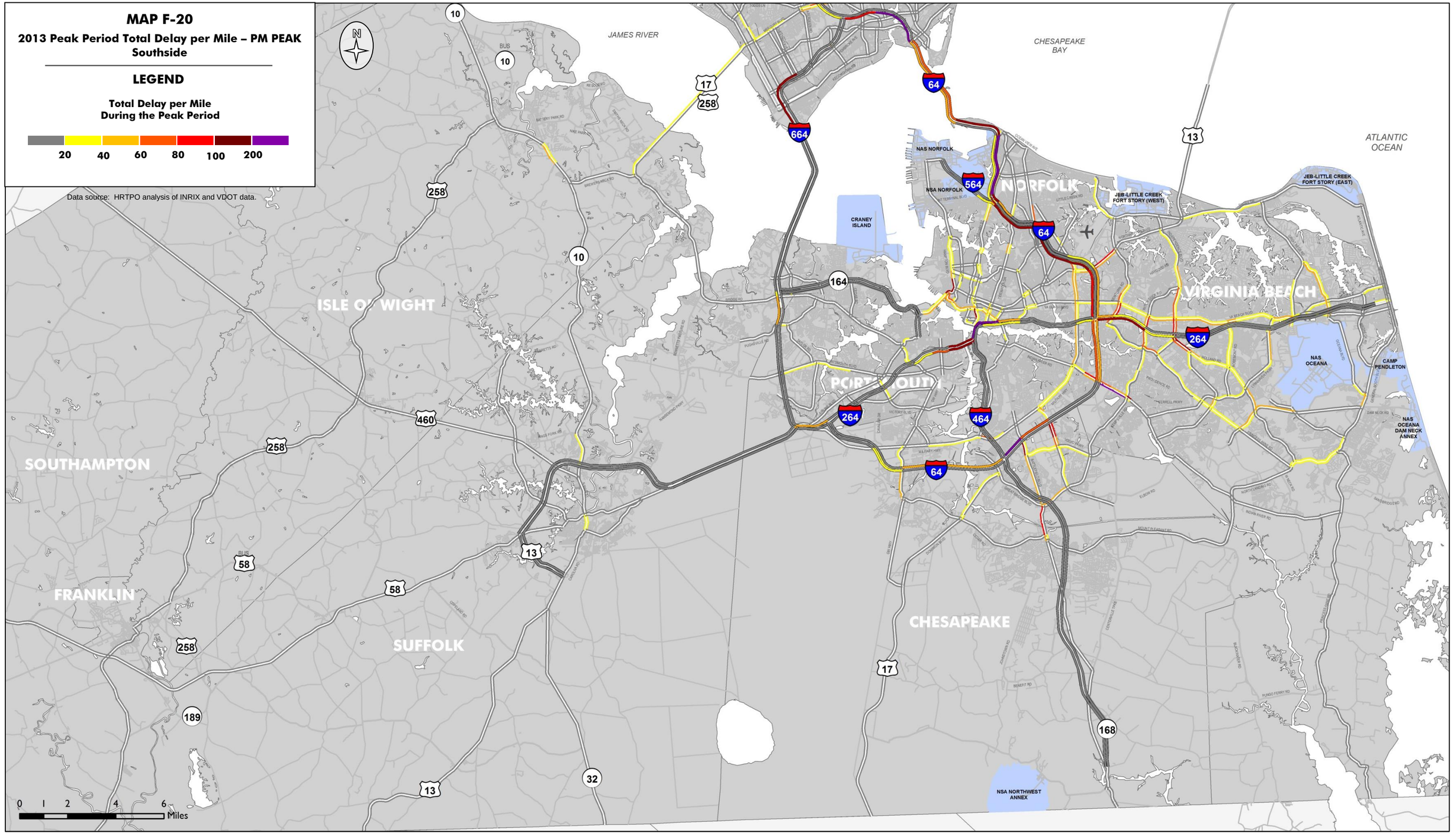
2013 Peak Period Total Delay per Mile – PM PEAK
Southside

LEGEND

Total Delay per Mile
During the Peak Period

20 40 60 80 100 200

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-21

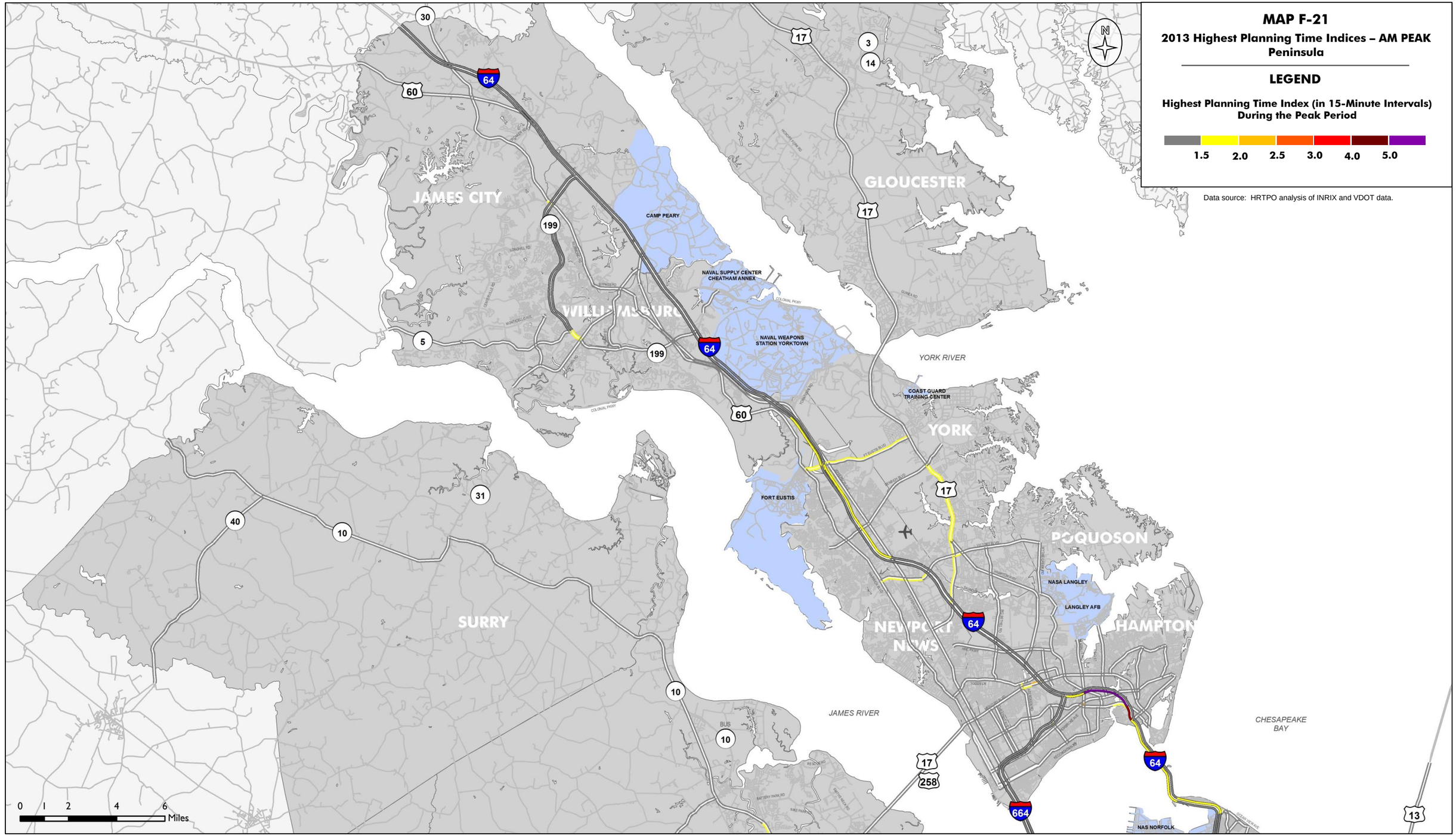
2013 Highest Planning Time Indices – AM PEAK
Peninsula

LEGEND

Highest Planning Time Index (in 15-Minute Intervals) During the Peak Period

1.5 2.0 2.5 3.0 4.0 5.0

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-22

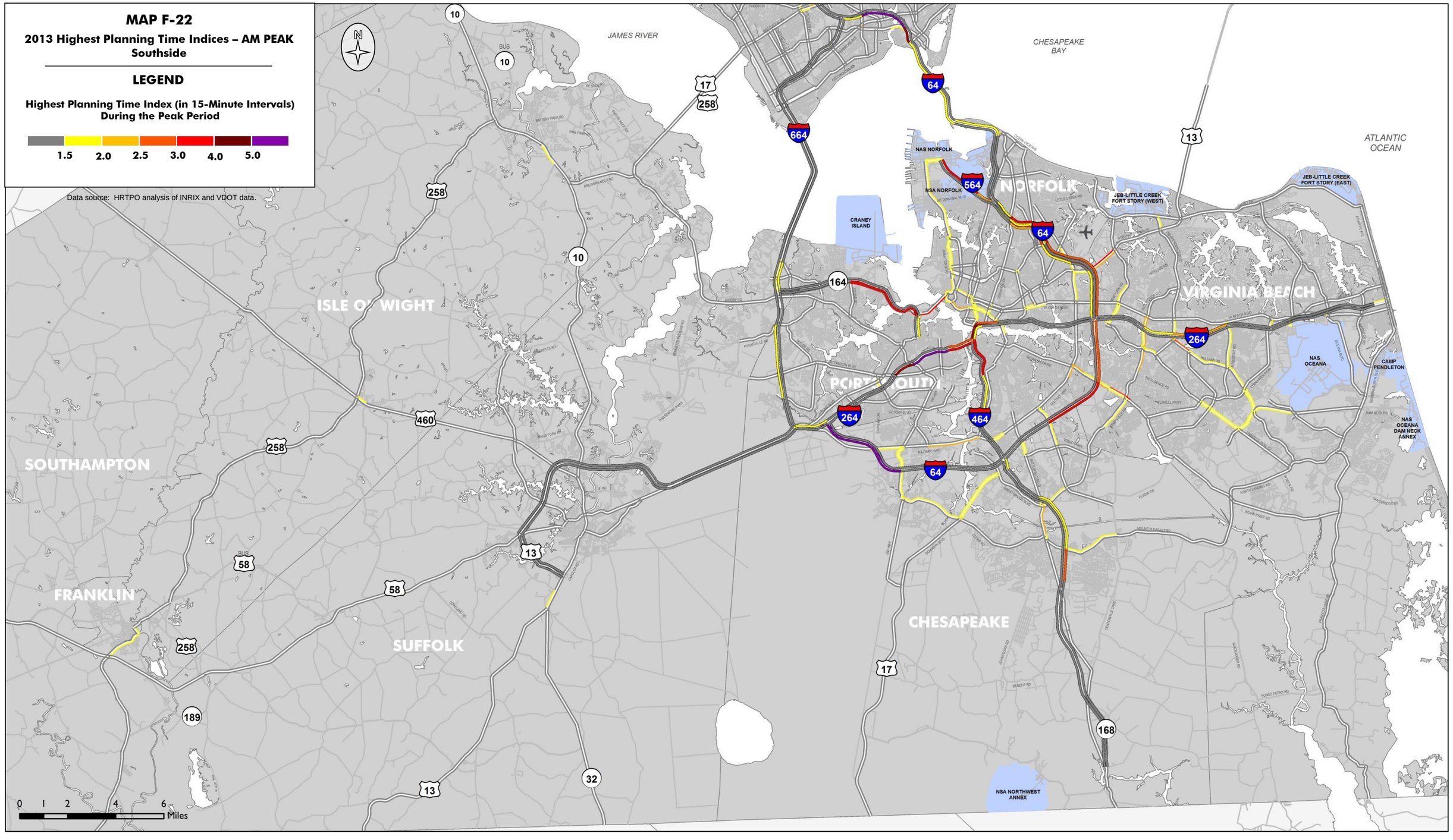
2013 Highest Planning Time Indices – AM PEAK
Southside

LEGEND

Highest Planning Time Index (in 15-Minute Intervals) During the Peak Period

1.5 2.0 2.5 3.0 4.0 5.0

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-23

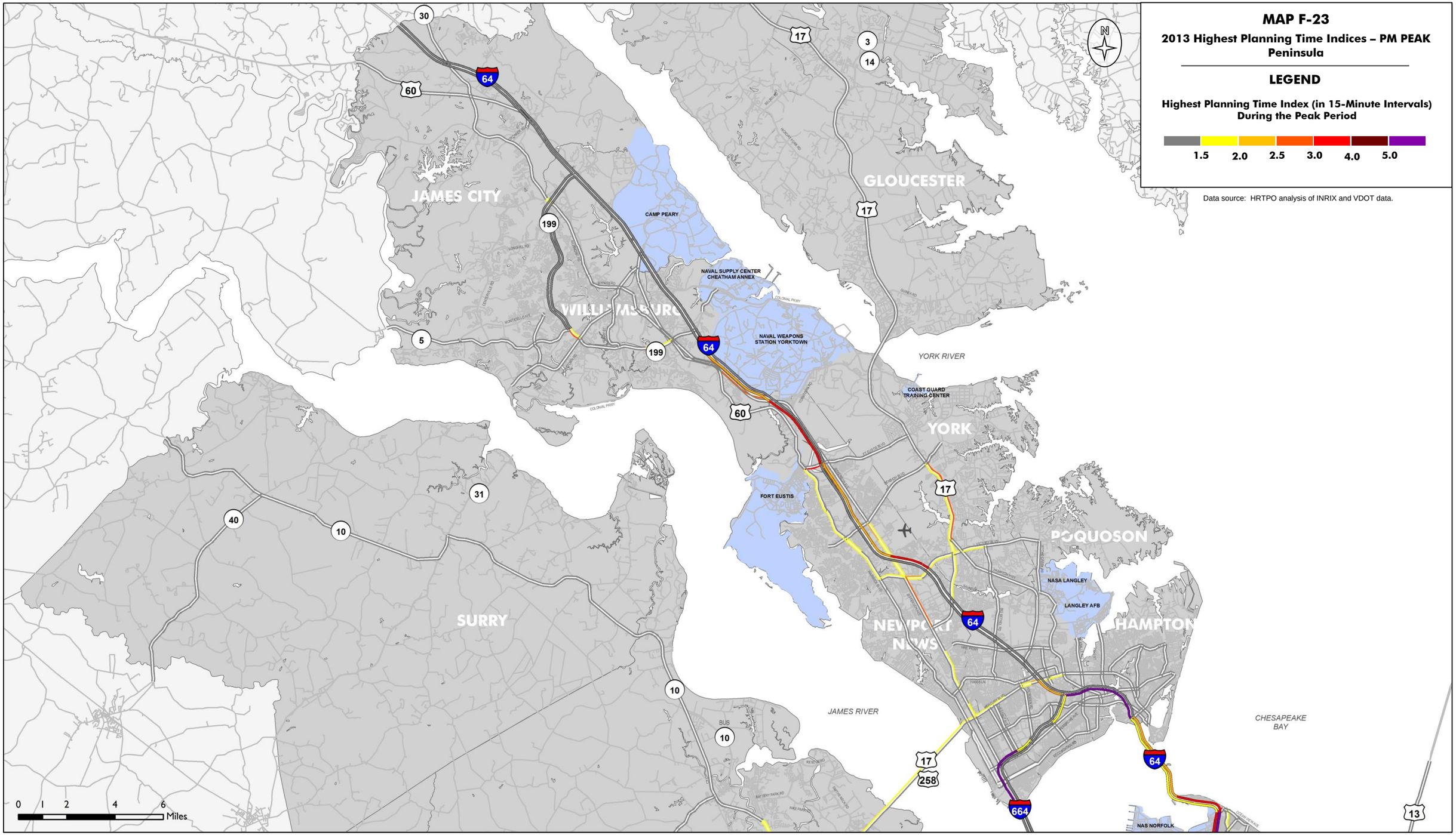
2013 Highest Planning Time Indices – PM PEAK
Peninsula

LEGEND

Highest Planning Time Index (in 15-Minute Intervals) During the Peak Period

1.5 2.0 2.5 3.0 4.0 5.0

Data source: HRTPO analysis of INRIX and VDOT data.



MAP F-24

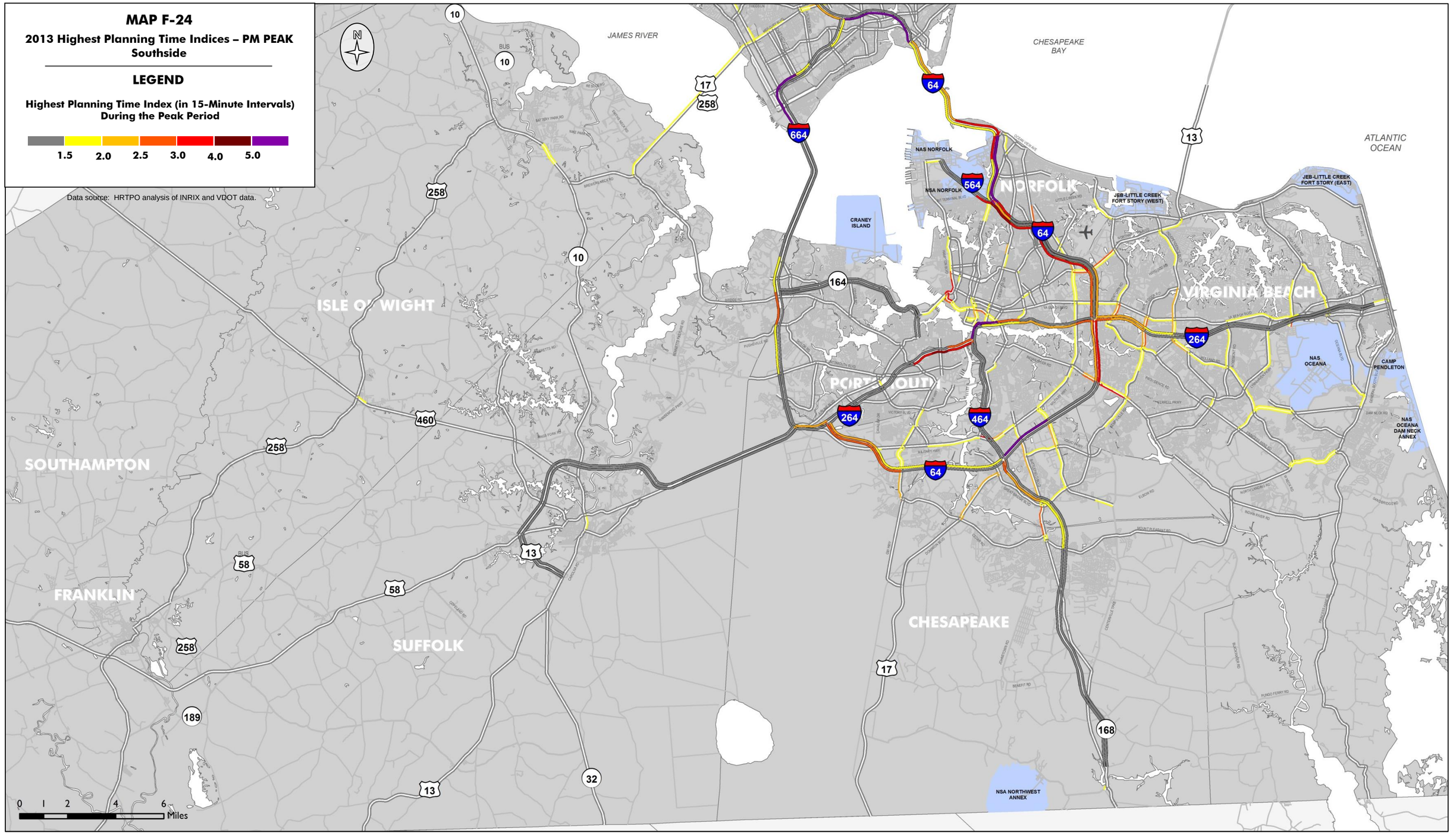
2013 Highest Planning Time Indices – PM PEAK
Southside

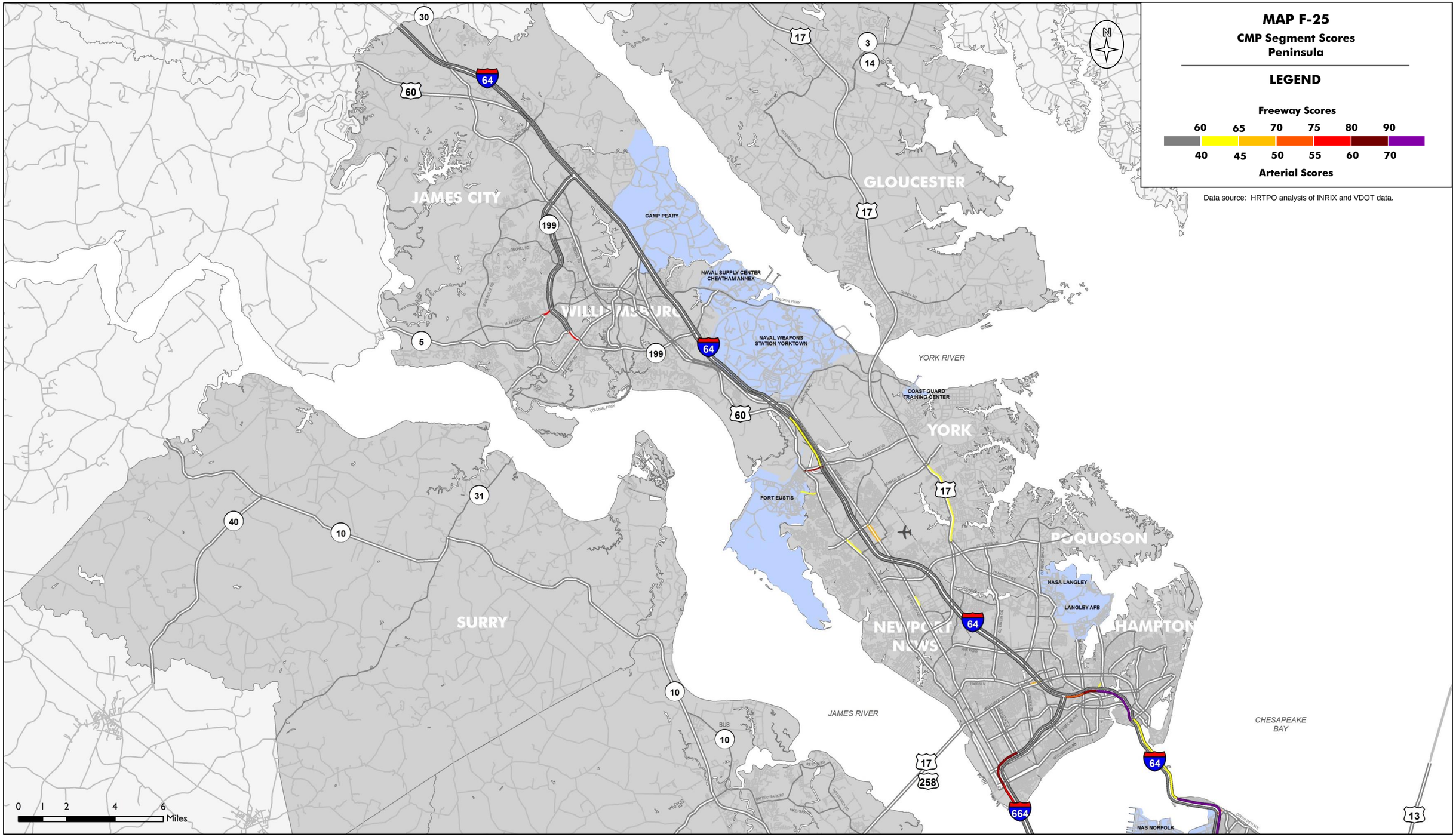
LEGEND

Highest Planning Time Index (in 15-Minute Intervals) During the Peak Period

1.5 2.0 2.5 3.0 4.0 5.0

Data source: HRTPO analysis of INRIX and VDOT data.




MAP F-25
CMP Segment Scores
Peninsula
LEGEND
Freeway Scores
60 65 70 75 80 90
40 45 50 55 60 70
Arterial Scores
Data source: HRTPO analysis of INRIX and VDOT data.
N
JAMES CITY
GLOUCESTER
CAMP PEARY
NAVAL SUPPLY CENTER CHEATHAM ANNEX
NAVAL WEAPONS STATION YORKTOWN
YORK RIVER
COAST GUARD TRAINING CENTER
YORK
FORT EUSTIS
POQUOSON
NASA LANGLEY
LANGLEY AFB
NEWPORT NEWS
HAMPTON
SURRY
JAMES RIVER
CHESAPEAKE BAY
NAS NORFOLK
0 1 2 4 6 Miles

MAP F-26

CMP Segment Scores
Southside

LEGEND

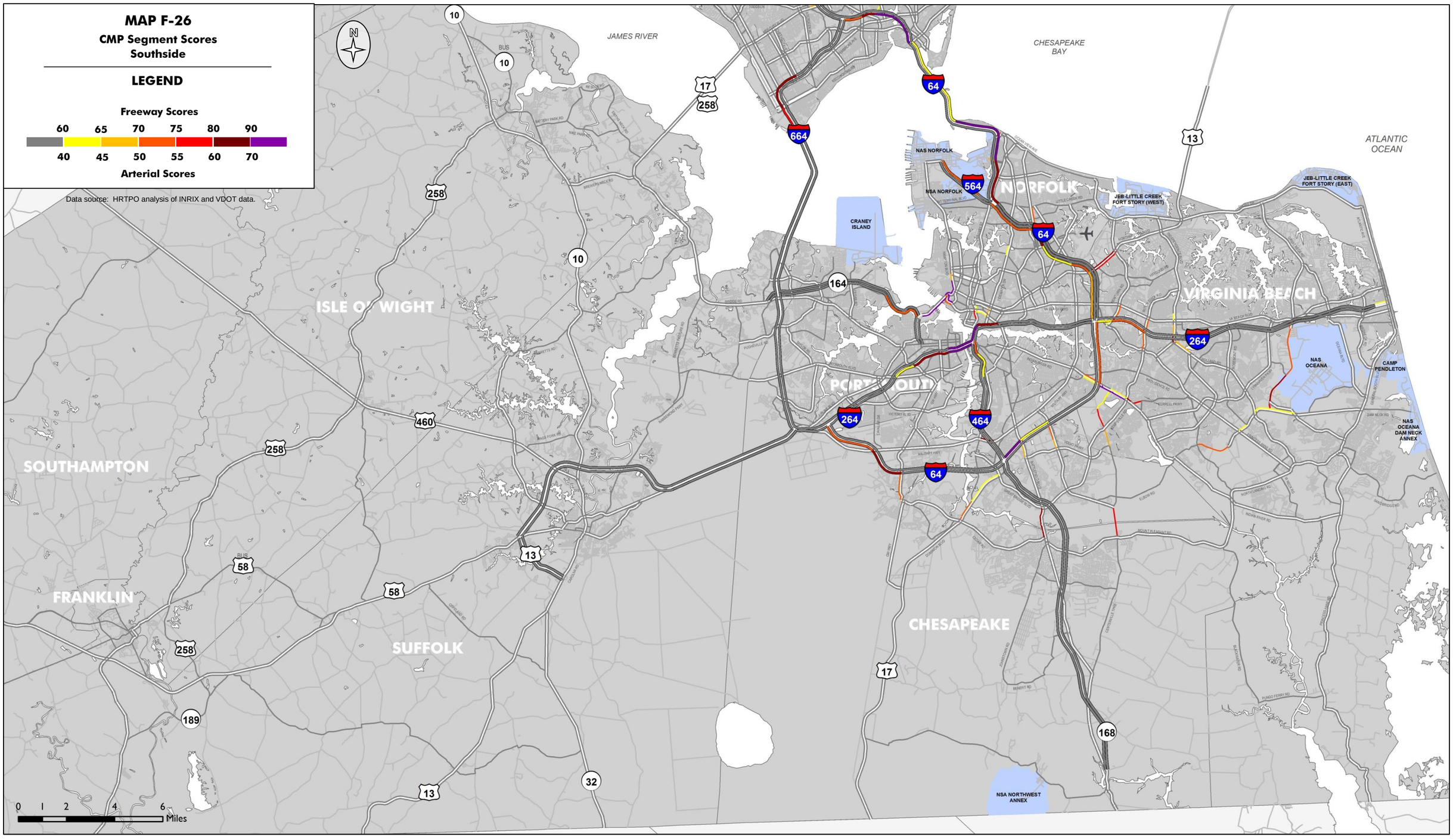
Freeway Scores

60 65 70 75 80 90

40 45 50 55 60 70

Arterial Scores

Data source: HRTPO analysis of INRIX and VDOT data.



Public Comments

The Hampton Roads Congestion Management Process: 2014 Update report was released for public comment from September 3, 2014, through September 19, 2014. All public comments and HRTPO staff responses are included below.

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HRTPO Public Comment (via email)

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From: Charles D. Good
Sent: Thursday, September 4, 2014
Subject: RE: What traffic headaches are you experiencing in Hampton Roads?

To Whom It May Concern,

I have taken the survey that was emailed to me but I feel the HRTPO has missed another corridor that has NOT been addressed. That corridor is the Southbound I-664 interstate between the Intersection of 17 West / 164 East and Bowers Hill.

There is a major bottleneck at Pughsville Road southbound on I-664 during the PM Peak hours.

I travel it Monday thru Friday and it is a major backup.

Regards,

Chuck Good

HRTPO Staff Response:

Mr. Good,

Thank you very much for taking the time to respond to our survey and providing us with your comments on the I-664 corridor. The analysis we did for the Congestion Management Process report agrees with your observation that the Southbound I-664 corridor is congested during the PM Peak Period. See Map 8 on page 37 of the CMP DRAFT report: http://www.hrtpo.org/uploads/docs/CMP Report - DRAFT.pdf

We developed the list of CMP Congested Corridors that were included in the survey based on a number of factors. In addition to congestion levels, we also looked at the duration of congestion, the reliability of travel times, safety, truck volumes, and the importance of the roadway to the military. The Southbound I-664 corridor, while congested, did not rank in the list of Top 6 freeway corridors when all of these factors were taken into account, and therefore was not included in the "Application of Strategies to CMP Congested Corridors" section on page 80.

Very Best Regards,

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HRTPO Public Comment (via email)

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From: Sidney (Sid) A. Rader
Sent: Thursday, September 4, 2014
Subject: I-264 and Independence Boulevard Off/On Ramps

Depending upon what time of day it is, the North and South bound exits from I264 at Independence Boulevard can be scary as hell. Traffic backs up in the outer lanes as motorists take the South exit while others proceed ahead and back up taking the North Exit. Add in to this mix the cars trying to enter I264 from Independence headed East towards the beach. I have seen motorists wait till the last minute and stop dead still in the through lane next to the exit waiting for someone to let them into the exit lane. I have seen extreme near misses where cars coming onto I264 have jockeyed to get through the standstill of exiting cars without being hit by through traffic or by the idiots waiting to the last minute to exit. If you use this exit and pay attention, you will be aware of the fact that section of the guardrail have to be replaced on a regular basis. This exit is a death trap and I am surprised that there haven't been more serious accidents and fatalities than there have been. With Towne Center's expansion, it is inevitable that the situation is only going to get worse.

There is one simple and logical suggestion that I would like to offer that would seem to be a low cost effort to increase visibility and aware ness of the on-coming traffic at this boggle. CUT THE TREES AND SCRUB BRUSH that have been allowed to sprout up and grow over the years. People entering the highway have no view of the oncoming traffic other than the cars backed up waiting to get off. Cars exiting North have no view until the very last minute of the cars trying to enter the highway. Another option would be to paint some of the infamous solid lines for the exit lanes and install cameras to take pictures of the idiots making illegal exits. The extra revenue might just help pay for replacing the damaged guardrails and mowing the area where the trees have been removed. A little attention to visibility at this exit/entrance might just make people pay more attention if they can see what they are about to encounter.

My wife refuses to use this exit and scolds me when I do. Living in the back end of Thalia, I find it illogical to go all the way to Rosemont Road to exit to go home. My brother Alan, if he were still with us on earth, would describe this as a major cluster conflagration (actual word unprintable) waiting to happen. Drivers be aware, or is it be-ware.

Sidney A. Rader, DTE Retired

HRTPO Staff Response:

Mr. Rader,

Thank you for your recent comments made to the HRTPO. I hope you did respond to the survey directly as well, so that we can count you as a survey respondent. Please know that the CMP team found your comments to be insightful and extremely helpful and wanted to make sure I told you that they would be shared with VDOT and the city of Virginia Beach. To that end, I am cc'ing the CMP team on this email so that they have your comments, with mine in response.

Again, thank you so much. Have a great day.

Very Best Regards,

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HRTPO Public Comment (via email)

~~~~~~

From: Maureen Humphreys
Sent: Friday, September 5, 2014
Subject: Independence Blvd

Traffic is horrible. When I turn from Edwin Drive onto Independence Blvd. especially between 8-10 am it sometimes takes 15-20 minutes to get to the I-264 entrance by Baxter Road, a distance of LESS than a MILE. At 3-6 pm getting on at First Colonial Rd. and going to the 17A exit, a distance of about 10 miles, traffic is ridiculous and it takes 30-45 minutes. The lights are not timed correctly at Independence and Baxter and Edwin and Independence because occasionally, when the turn light from Edwin to Independence is green, the traffic is often backed up to the intersection so the turn traffic can get through the light. At the most, when the light turns green, only 2-3 cars can get onto Independence. I gave waited through 3 traffic lights to gain access to Independence Blvd.

I think Va. Beach needs to get a TX highway planner here to get cars moving faster. I have driven through heavy traffic, sometimes sitting and waiting for 45 minutes, BUT TX has a great service road system that allows one to travel for hours. I personally have traveled for over an hour using them in going to and from Red Oak or DeSoto to Dallas whenever traffic is stalled. The roads in VA seem to be an afterthought.

Maureen Humphreys

HRTPO Staff Response:

Mr. and Mrs. Humphreys,

Thank you for your comments submitted to the HRTPO on Friday, 9/5. Hopefully you responded directly to the survey itself, but regardless, we will review and consider your observations of the cause of congestion along the interchanges you have outlined.

The HRPTO is consistently working on congestion mitigation, and your input is invaluable to us as we work to achieve our goals for the region. Again, we thank you for your input, and hope to continue to engage you in our planning efforts

Very Best Regards,

~~~~~~

HRTPO Public Comment (via email)

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From: Thea Artis
Sent: Friday, September 5, 2014
Subject: Contact Form from Thea Artis

Traffic congestion in Hampton Roads has NOTHING to do with volume. It's caused by 3 things. First, it's slow drivers in the passing lanes--especially those 3rd & 4th lanes on 264 & 64. Second, it's because of the ridiculous way ramps are designed. Traffic has to slow from 55 to 25(or slower) at exits & traffic backs up behind them. And last but worst of all are the uncoordinated traffic lights. All we do is drive from one red light to the next because they are not coordinated. It's almost as if the cities are intentionally trying to cause backups. Makes you wonder if they have stock in the oil companies.

HRTPO Staff Response:

Ms. Artis,

Thank you for your feedback received on Friday night. If you review the list of observations for each Congestion Corridor outlined in the CMP Report, you will see that we concur that volume is not the sole cause of congestion in Hampton Roads. Hopefully you responded to our survey and forwarded this comment as an overall opinion on the congestion issues facing Hampton Roads.

Thank you very much for your input. It is invaluable to our planning process.

Best Regards,

~~~~~~

HRTPO Public Comment (via email)

~~~~~~

From: Thea Artis
Sent: Monday, September 8, 2014
Re: Your recent public comment

For some reason, most areas of my personal concern (264/64 in VA Beach) were not included, but I did complete the survey for the one that was listed.

MR. Thea Artis

HRTPO Staff Response:

Dear Mr. Artis, (my apologies !!!!!!)

In reply to your question about why 264/64 in VA Beach was part of the CMPS List, I refer you to page 7 of the CMP Draft Report. Although 264/64 in Virginia Beach does suffer congestion, it did not rank highest among the ranked CMP Congested Corridors and therefore, was not included in report, or survey itself. The link to the Report is here: http://hrtpo.org/uploads/docs/CMP%20Report%20-%20DRAFT.pdf

However, for your convenience, I have isolated the applicable section for you. Please see below:

Given funding constraints, it is imperative that planners and officials select transportation projects that will be the most beneficial to the region. Rather than ranking corridors on congestion measures alone, HRTPO staff has incorporated the results from previous HRTPO studies which address measures such as freight, the military, and safety. Based on an assessment of available data as well as discussions with other transportation professionals throughout the region, five factors were included in the CMP Segment Scoring Criteria as shown below.

CMP SEGMENT SCORING CRITERIA
1) Existing Congestion
2) Existing Truck Volumes
3) Future Truck Delay
4) Safety
5) National Highway System (NHS)/Military

Each CMP Roadway Network segment was scored using these criteria by direction for the AM and PM Peak Periods. A CMP Segment Score was awarded to each segment based on the highest AM or PM Peak Period point total.

After CMP Segment Scores were produced for each congested roadway segment in the region, high scoring segments were grouped into corridors for analysis purposes. Eighteen "CMP Congested Corridors" were created based on the location and proximity of each congested roadway segment. Then the CMP Congested Corridors were ranked based on the roadway segments with the highest CMP Segment Scores. These ranked CMP Congested Corridors – including the Top 6 Freeways and Top 12 Arterials – are shown in Table ES-2 on page viii.

Additionally, Mr. Keith Nichols, Senior Transportation Planner for the HRTPO, and co-author of this study, asked that I tell you that the I-64/I-264 interchange as part of Corridor #4, and made observations and recommendations for ways to improve the interchange. These recommendations are included on page 89 of the report. Here is a link to that page: http://hrtpo.org/uploads/docs/CMP%20Report%20-%20DRAFT.pdf

If there is anything further we can do for you please, let us know.

Best Regards,

~~~~~~

HRTPO Public Comment (via email)

~~~~~~

From: Tom Ardern
Sent: Wednesday, September 10, 2014
Re: Contact Form from Tom Ardern

Your traffic survey misses one major frustrating spot of congestion; I-64 between Jefferson and Ft Eustis. Westbound the only fix is expansion of the lanes. But eastbound, congestion is caused by drivers slowing from 70 (+) to 60 or less when they read the signs warning that the speed limit is about to reduce, just prior to the lanes expanding from 2 to 4. Simple solution. Move the reduced speed limit south (Eastbound) on I-64 by a mile, so that drivers do not slow down until the interstate has expanded.

HRTPO Staff Response:

Mr. Arden,

I forwarded your comment to Mr. Keith Nichols, who is the co-author of the CMP Study. His answer is below. We thank you for your input and ask that you never hesitate to let us know of your observations and concerns.

I would mention that the segment of I-64 on the Peninsula between Yorktown Road and Jefferson Avenue was the 6th highest ranked freeway segment in our study, which is the highest ranked segment that didn't make it into our survey.

I would also mention that the widening project between Jefferson Avenue and Yorktown Road is fully funded and construction is expected to begin in 2015. Speed limits will likely have to be reduced through the work zone as part of the project.

Very Best Regards,

Appendix H – Public Involvement Corridor Survey Comments

Freeway Corridor #1 - Hampton Roads Bridge-Tunnel (I-64) from I-664 to I-564

	COMMENTS
1	I spend part of each month in the greater DC area and deal with that traffic there but noting is as bad as the HRBT Tunnel. The congestion that builds at 4th View and W. Ocean View as those wishing to avoid the slow traffic attempt to get on the last exit. Safety would improve if the traffic could get on at 15th View.
2	I most definitely agree with your findings and I would like to propose a study on extending Norfolk's light rail to Hampton/Newport News.
3	All true. I would add that clearing disabled vehicles takes longer than I would expect.
4	agree
5	Additional Observations: 1) To avoid sitting in traffic, many vehicles take Tidewater, Little Creek or Granby during the WB PM Peak and get back on at Granby or 4th, which creates additional merging traffic, safety issues and congestion on local roadways. 2) People are afraid of the tunnel and hard break at the entrance. 3) 75% of traffic is Navy
6	Agree
7	Signage that forces non local traffic to merge into the left lane before Settlers Landing road. More vigorous control of minimum speed in the tunnel. Too many people from outside the region come to a crawl (From 60 MPH) moving through the tunnel at 25 MPH until they see the light at the end of the tunnel. Then they take off ...
8	NO tolls - they confuse and discourage visitors and infrequent drivers on HRBT - we want tourists STOP rather than slow - schedule paint, clean, fix operations together and close the bridge to complete all as quickly and safely as possible SEEK to encourage variable schedules to even out peak periods - talk to ORF about flight scheduling
9	Overheight vehicles should be stopped before the bridge/tunnel to avoid delays Disabled vehicles take too long to clear, methods for clearing should be revisited Sometimes traffic is stopped for no apparent reason at peak times More communication on reason for delay and estimated wait time is needed as is better notification system
10	I haven't personally noticed the overheight vehicle problem. Not mentioned here is another time frame where major delays tend to develop -- (summer) weekend travel. This is particularly a problem when it overlays with the normal rush hour traffic outlined below, but it is also a problem at times on Sundays, and at other non-rush-hour times.
11	I agree but also enhancing express bus system and making it more attractive is a part of the solution. Ferries can work as well.
12	Is there a way dedicated lanes (for I-64 & 4th View) can be created, or is that a good idea even? Widening the access ramps to I-64 may be a good idea as well as widening the access spans to the HRBT.
13	Observations are accurate. In the short term, traffic entering from the interchanges closest to the tunnel needs to be metered or diverted.
14	I agree
15	I agree
16	Correct. The lane width reductions and lack of shoulders inside the tunnel drastically reduce vehicle flowrates through the tunnel, which creates sizeable, regular backups in both directions.
17	I would rather drive to Richmond to go to the airport rather than drive to Norfolk. Traffic is aweful 80 % of the time on the Hampton Roads Bridge Tunnel cooridor.
18	Expanding this bridge-tunnel should be the region's top priority, perhaps with a reversible center lane/tube.
19	Agree
20	Only additional capacity between south side and peninsula will reduce congestion, not more studies that result in delays.
21	Agree
22	Agree
23	You missed a remedy: behavior change. Low capacity in HRBT is 95% from drivers leaving big gaps on uphill. I drive it regularly, watching the car behind. Half the time that car follows OK downhill/level but uphill opens 10 or more car lengths. Devices to monitor/discourage that behavior could increase capacity by at least 25%. joe@discenza.com
24	hrbt fix is first first means it comes before everything else including the "third-crossing"
25	While there is a capacity deficiency, it is exacerbated by driver behaviors approaching and inside the tunnels. I have observed a substantial cohort of drivers who will do most anything to avoid being behind or passing a large truck. This deforms the flow characteristics and contributes to the queue lengths.
26	I am most familiar with the Westbound congestion issues and agree with those listed. However, the mitigation strategies listed in the referenced report of tolls and ITS will not help in my opinion only Public Transit (light rail to the shipyard) and more capacity are the only solutions.
27	People slow down too much in the tunnel, evidence being that it is clear once you get to the other side. Improving speed in the tubes would do wonders.
28	Agreed
29	Frequently congestion results from drivers who fail to maintain proper speed in the tunnel and when exiting the tunnel, and drivers who break when entering the tunnel.
30	Tolls - if one crossing is tolled, all crossings need to be tolled. Public Transit - the time to take public transit as a commuter is far greater than driving, and doesn't service many locations. Yes to ITS strategies and additional capacity.
31	There is not enough light. people slow down because it is such a drastic change.
32	I find traveling either East or West on 64 is a Nightmare for travel. No matter what time of the day there is always some sort of back-up !!
33	The only solution to congestion at the HRBT is to add capacity to the HRBT.
34	I agree with your findings. I believe that traffic should be encouraged to use 460 coming and going through Richmond to South side.
35	I agree, but the list is incomplete. Eastbound, there is also the base traffic trying to cross all lines of traffic to get to the HOV lanes. Further, trucks should be required to stay in the right lane at all times on that stretch of road (east and west). Westbound, the split lane in the middle at 564 is a huge problem.
36	There can be no question that additional capacity is needed at the HRBT! Nothing else will make much difference...not ferry boats, not multimodal transportation and not mass transit. None of them are as convenient for the people. Further, the so called "congestion tolling" is an insult to the citizens who need to travel at certain times.
37	Perhaps if the man in the bright yellow jacket didn't stop traffic for 30 seconds to a minute, then walk away and let traffic go, it would not back up so bad. I have been at the front of the line multiple times now when nothing is going on, but he stops traffic anyways. And, nothing will help the folks who panic when they enter the tunnel.
38	Both situations are correct, especially during the summer. Backups can occur WB as early as 11/12pm and are 6 1/2 miles. Makes huges delays in travel time
39	Agree
40	Majority of issues stem from drivers lack of driving knowledge, slower traffic keep right! Nearly all backups I encounter can be attributed to a couple of selfish or ignorant driver, not the road or volume.
41	They need to build an HOV tunnel to use during rush hour and during road construction. Keep the VA State police off the shoulder on the Hampton side too.
42	I drive from Dam Neck area of Va Beach to Patrick Henry for work. Forget about getting to work on time ever. At least 90% of the time there is, at minimum, a four mile back up but on the worst days it can be 6 miles or more. Coming home is no different. There are too many cars converging from four/five lanes of interstate to two lanes.
43	There needs to be large signs (several) on the bridge telling people not to slow down on bridge or in the tunnel. Or keep up speed. There is no reason for people to slow down to 30 in the tunnel. We would not have such awfull backups if drivers kept up speed
44	agree
45	agree, but we have know this for 10+ years and noting has been accomplished, you have a chance to make a difference I hope you can unite on a strategy and execute same.
46	I agree with the findings
47	I agree with the findings. I travel from hampton to Norfolk daily and it does seem the larger trucks are slowing it but it also is the merging lanes. People just drive all the way to the ends it seems like 3 lanes of traffic heading into the tunnels. So you sit waiting for those people to merge and it causes more accident because of road rage.
48	The problem I see is the State Troopers. If they are sitting on the side of the road traffic is a nightmare. All Troopers unless they have someone pulled over should have the wheels moving at all times. People see Troopers sitting and automatically break which causes accidents and traffic. Keep the Troopers away from the bridges and tunnels.
49	Agree. A large sign a the entrance that states "MAINTAIN 55" needs to be installed. Cameras in the inside should be utilized to issue tickets for those who fall below 5 mph under the speed limit and for those who change lanes in the tunnels. These violations should be publicized.
50	During the PM peak, queues regularly develop back to I-664.
51	Mostly the reporting to me is incorrect. You'll say Armistead and it's more like mercury blvd. When you listen to the radio is frustrating that is not reported as bad as they say. Some how we need to block of the merging lanes sooner and have police monitor those better. Most of the accidents are from people trying to merge improperly.
52	Worst tunnel I have ever seen. People are scared of the tunnel and drive to slow. Tunnel is to small for the volume of traffic experienced. For this ammount of traffic we need a larger area to travel
53	There is really no viable solution to the tunnel traffic at the HRBT. Everyday there will be that one driver that will cause the backup via accident or disabled vechicle. I commute to Fort Eustis from Virginia Beach during the week, it's doesn't matter what time I leave the traffice is constant.
54	Yes agree with all findings
55	General comment, shorten the doc for people to read and have it on a web page 1)Consider adding tolls- DUM what about out of towners 2).include increasing transit service across the Hampton Roads Harbor YES 3) Improve ITS tech YES 4) THIS should be #1 additional capacity across the Hampton Roads Harbor
56	Over extended lane endings often allow for motorists to exploit the continuity of traffic forcing a bottleneck which often slows traffic prior to the tunnel entrances. Reduce or eliminate these long lane merges and implement more green light coaxing drivers to proceed.
57	Just build a high rise bridge modeled on the Delaware Memorial bridge.
58	Coming back into norfolk over hrbt from NN in the afternoon is bad too. Backs up to settlers landing and further frequently.
59	I agree with the findings.
60	The biggest issue is the far right lane merging left near LaSalle to tunnel. Too many people use that lane to "sneak" ahead of tunnel line....merge for tunnel should happen sooner with carsonite dividers keeping people in their lane and lanes labeled exit only/tunnel/tunnel. Too much slow zig zag lane changing after merge too. Easy cheap quick fix
61	There always seems to be traffic in this tunnel and on the coinciding bridges...then at night or early morning... I can never plan my trips right or end up not going for fear of getting stuck... When the tunnel or lanes are closed for repair. How long does it take to repair the same bridge and tunnel? If it's gotta b closed try 1200-0400 hours.
62	The traffic during rush hour needs to be figured out. It should not take drivers an hour just to drive to the HRBT! The traffic heading from Norfolk to Hampton is outrageous during evening hours! The same problem happens on the Hampton side going to Norfolk as well.
63	I see where the observations say "peak hours", however every time I attempt to cross this side of the water no matter what time it is. 11am 3pm 9pm there is a back up. Whether it be for 2 miles or 7 miles.
64	A significant number of local users have some sort of apprehension about the tunnel - I have observed for 30 years, both directions, deceleration upon entering the tunnel causing chain reaction backups
65	there is more traffic in the tunnel can handletoo many people seem afraid to drive through the tunnel some traffic drives too slow at 35 miles per hour better management could solve some of these problems
66	yes and no....I find the HRBT in either direction to be highly unreliable at any point in the day. If it's not congestion during the day, it's "planned" maintenance causing traffic delays at night. I dread trips to Richmond or DC, as I just don't want to have to cross the HRBT. WE NEEDED ANOTHER CROSSING MORE THAN 10 YEARS AGO!!!! THIS IS LATE!

67	Use state money we have already paid to expand. NO Tolls.
68	Yes!
69	150% agreed. It don't mind driving through the tunnel to get to work, but the traffic is always a pain. Some days it'll be nearly any traffic or backed up miles. I would take I-664, but my exit is only the second exit after the tunnel/bridge on I-64.
70	PLEASE PLEASE look at the obvious, you have four lanes funneling into two, in both directions. Bite the bullet and replace that silly two lane tunnel with a 4 lane bridge, both sides!! PLEASE!!
71	Slow drivers down to under the speed limit. With traffic rushing by at 70 to get to a choke point, back ups are going to happen sooner and build up more than normal. When building future tunnels, ensure drivers can see ahead of them instead of entering the tunnel blind due to curves. No wonder the elderly slow down upon reaching the HRBT.
72	Tunnel needs to be at least three lanes. Back-ups during the work week are less significant than on the weekends. 'Locals' don't slow down in the tunnel nearly as much as visitors. The maintain 55 signs need to be larger/more visible. In and before the tunnel.
73	find another route for the large commercial vehicles as well as regular vehicles that use Hampton and Newport News as a pass through. 460 would be nice but there needs to be an incentive for traffic to use it, not a toll that makes it more burdensome and costly than going the more direct way to Richmond and 95.
74	some people are just too scared to drive in the tunnel. the fact that you really cant brake while youre passing through it, they just KEEP BRAKING and thats how the people behind them tends to brake too.
75	It's hard to get around at all hours, it seems. There's always at least some traffic which never allows me to get through the bridge at a reasonable rate. It makes getting to and from really difficult.
76	Dirvers should be fined for not maintaining speed in the tunnel. They slow down until there's a huge gap between them and the traffic in front of them. This slowdown casues an 'accordian' effect that is felt for hours.
77	I agree with your observations
78	Metro or Major transit to run through all the communities. What will you do when you collect tolls-since this is #1 mitigation. This action is not stop people from commuting or traveling/vistor's to our communities. The "congestion mitigation strategies don't address or solve the daily back-ups. Very disappointing
79	During pm (after 3) traffic often begins to back up at the mouth of the tunnel. Mainly because of the bend that slopes into the mouth of the west bound direction. People are hitting their brakes for no real apparent reason other than that turn appears to be "blind" to the driver. It then snowballs from their.
80	Is this problem going to be addressed by the TPO? Will this project route through HRTAC for funding? Isn't it true that TPO has already identified 9 projects for funding and alleviating congestion in this corridor was not one of them? What is the point of this survey?
81	I do not agree with your draft the problem is we need another tube you are going from 4 lanes down to two lanes then people naturally slow down when they get to the tunnel than once you are thru it traffic moves fine. I recently traveled from DC on Sat and there was a 3 mile back up with NO accidents, I worked in NN for a yr that backup is everyday
82	I do not agree with your draft what we need is another tube and go from 4 to 6 lanes using the inside lanes to as not to take property this direction is backed up daily without accidents. You should also use better lighting to prevent the natural slow down of people entering the tunnel.
83	I agree with all findings except the last - i have not observed issues with overheight vehicles WB. I drive the HRBT WB in the morning and EB in the evening, less congested than the opposite commute but far and away the single biggest detriment to my quality of life here. The traffic alone makes me want to move away.
84	The tunnel is clearly too small (excuse the sarcasm) and people cannot read. If they could they would "keep up speed" and not slow down to 40mph as soon as they got to the tunnel. If you notice there is always traffic going in but magically when you come out there isn't.....imagine that. One person that can't comprehend it ruins it for everyone.
85	Definitely a capacity issue
86	Agreed
87	No, I disagree. The HRBT is the most critical highway bridge-tunnel in the region. It requires more lane capacity. Not wasting money on "multi-modal tubes", but more lanes for cars. The Port's so-called "3rd Crossing" is the WRONG soltion for easing traffic congestion at the HRBT. Add more lanes for cars - consider a bridge.
88	People don't drive the speed limit in the tunnel and it slows down traffic.
89	the problem is not capacity it is one-person-to-a-vehicle!
90	Most definitely agree with this.
91	Enforce minimum speed limit in tunnels. The congestion is made worse by people only doing 30 mph in the tunnels. after sitting for 4 miles in a back up you are magically doig 55 coming out the other end of the tunnels
92	They don't know how to MAINTAIN speed when entering the tunnel! They all need to slow down to 35 MPH as if their lane is getting smaller, before they enter the tube. If they were to maintain the 55 MPH, there would not be a significant backup.
93	Drivers do not maintain 55 uphill in HRBT. All it takes is one driver slowing uphill to stall traffic for hours. Capacity is NOT the issue. Even with two crossings you would still have those slow uphill drivers. Furthermore, drivers in this area slow excessively in curves, of which there are two sharp curves in he EB and WB approaches to HRBT.
94	No tolls. We've been taxed to death and have paid for the additional tunnels and lane capacity many times over. It's time to start building extra lanes and tunnels here, with the tax money that we've already paid to have this done.
95	Fear is the issue. Traffic flows well as soon as you leave the tunnel. Even during low congestion times cars still slow just before and while in the tunnel. I suggest using low cost LED lighting to brighten the tunnel throughout. Studies show different colored lighting can also alter mood soothing fears of the tunnel.
96	Yes there is a capacity issue BUT the pm queues are also caused by TOO MANY ON RAMPS beyond 564 for westbound traffic. This GREATLY slows down traffic and increases queue time. Why can't you limit oncoming traffic to FEWER ramps during PEAK periods for smoother traffic flow?? Same goes for eastbound traffic on the Hampton side.
97	HRBT is this areas worst traffic nightmare. Sitting for hours on somedays! This should be our areas top prioirty!
98	Understated - the issue is THE most significant of all current traffic problems in Coastal Virginia.
99	Tolls will just move congestion to another corridor. TDM and (SOV to HOV) won't work because large % of traffic is vacationers. Enforce maintaining speed at tunnels. Ticket drivers who slow down at tunnels. More would use MMMT if more direct connection between south side 664 and airport area of 64 was made. Ulimately, need another crossing.
100	Drivers needlessly slow down going into the tunnel, causing others to slow to a crawl. Truck drivers do not read the signs for height restrictions causing backups due to turn arounds.
101	This is nothing but a mess. We simply do not travel that route unless it is totally necessary. If we need to head anywhere to the West we take 460. It is a shame since we use to travel to Hampton/Newport News for shopping and other reasons. Now our dollars go south and then west. Their lose.
102	Accurate. Also would be of help if there were aggressive marketing to explain that slower traffic must keep to the furthest right lane and move over for passing traffic. Also not to slow down or brake in the tunnel while maintaining safe travel distance.
103	I live in Norfolk and work in Hampton and use the #1 corridor. It is always congested even in the direction I travel. Sometimes queues are 2-3 miles or more on my side. This is one the heaviest traveled roadways and is only 2 lanes in each direction and no expansion plans. Tolls are not ideal but if implemented maybe a commuter vs non-commuter rate
104	Remove the equipment that allows cell phone signals in the tunnel. Paint horizontal lines on the tunnel wall so that people will have a visual cue that they are climbing the steepest hill in the region. May this will keep them from slowing down.
105	Drivers routinely slow down when approaching and entering the tunnel for no apparent reason. Mornings, evenings, weekends all experience this same phenomenon. Drivers' speeds should be monitored and those causing the slowdowns should be warned to keep up speed or face a citation for impeding traffic flow.
106	Agree with observations. One thing to consider is removing the ceiling tiles to reveal a more open feeling so motorists are less likely to slow down at the tunnel. Slowing down because drivers get spooked by the tunnel is another issue adding to the capacity deficiency.
107	Yes it is a nightmare.
108	Often, the alternate route is also congested as we'll.
109	Tunnel Design: Downward sloping left turn into the tunnel where the driver sees on oncoming wall at the entrance. Natural response is to brake. During rush, this will create a chain reaction slow down.
110	The Willoughby neighborhood becomes a parking lot.
111	The observations are accurate. However, these observations are indicative of a symptom of a larger core issue: Regional overpopulation. Relentless development with no proportional response to infrastructure improvements has created a limited resource that in most cases canâ€™t be improved upon due to lack of available land.
112	Observations for Congestion There is a capacity deficiency at the tunnel. Eastbound During the AM peak, queues regularly develop back to Armistead Ave. During the PM peak, queues regularly develop back to I-664. Westbound During the PM peak, queues regularly develop back to I-564.
113	Over height vehicles affect Eastbound traffic also. When vehicles bypass the inspection station, the turnaround comes on the island. As frequent Eastbound travelers know, even a 1 minute stoppage can cause a 5 minute backup.
114	Poor capacity. Poor design no fixing it. Accept a stupid design and lack of capacity and live with it
115	Agree
116	Trucks and Buses should remain in the right lane from granby st, and through the tunnel. the tunnel. Maintain 55 signs should be better lighted, and prominent BEFORE the tunnel. Better lighting at the tunnel entrance (gradient from bright light to normal lighting as you enter/pass through the tunnel) is most definitely needed.
117	The HRBT was designed for a region that never anticipated a massive growth and flexibility between its north and south sections. The WB and EB tunnels were not built to handle the capacity that flows through each day. Plus, the approach corridors (such as Mallory Street in Phoebus) cause reciprocal approach problems.
118	Many drivers refuse to maintain the speed limit. They appear to be afraid of entering a dark tunnel because they slow down. But when they see the light at the end, they resume speed as they exit the tunnel. They should be fined for not maintaining a safe speed. Encourage scared drivers to take the James River Bridge.
119	Major traffic buildups on Friday afternoons and Sunday afternoons during the summer. Traffic within the tunnel often slows to less than 30 mph even when there are no queues.
120	The design flaw lies within the entrance into the HRBT Tunnels. Going in both directions you must take a slight left turn while entering the tunnel. This creates a blind turn which causes people to tap the brakes. Each person rides the brake a little longer until several cars back it is at a stand still.
121	There needs to be a regularly scheduled passenger train from and to Norfolk to Newport News and Williamsburg. The Hampton Roads Bridge Tunnel needs to be expanded to 3 or 4 lanes in both directions. I-64 needs to be expanded to 3 or 4 lanes around Fort Eustis area in both directions.
122	Agree
123	The report should recommend increasing state taxes vice implementing tolls to achieve the recommended changes. The I-95 corridor up grade, including additional HOV lanes between Fredricksburg and Arlington, has been implemented wilthout tolls. Hampton Roads taxpayers should receive the same consideration.
124	Definite lack of tunnel capacity, east- and west-bound. New patriot crossing should be implemented ASAP
125	We do agree with your observations - we try to avoid using this tunnel, although sometimes it would be the best route for us to take, because one never knows what problem has arisen and traffic is at a standstill.

126	I agree. Even off-peak hours traffic is often congested and slow in the tunnels. This is partially due to bad drivers keeping too much distance and/or not accelerating (enough) on the up-ramp out of the tunnel. Maybe this could be alleviated by having "running lights" that travel the length of the tunnel at 55 mph to "goad" drivers.
127	Agree on everything. Oversized trucks should be impounded and fined. Signs should be placed in the tunnel at regular intervals telling motorists to keep the speed limit of 55 mph. Just like speeding motorists going below the speed limit should be ticketed.
128	There is NO Westbound signage for over height vehicle limit! This is noted EB, East of the HRBT, but that's of little use to WB trucks who are not "returning." Rarely see the weigh/height station open at Willoughby. Should be required.
129	I think the number one strategy should be to add capacity to the HRBT. Adding tolls really won't do anything to relieve congestion. If someone has to travel, a toll won't stop them. Of course, tolls can be a source of funds for paying for the additional capacity. However to use tolls to reduce congestion is a disingenuous argument.
130	PM peak,queues regularly develop to I-664. PM peak, queues regularly develop to I-564. Totally agree with these findings. Afternoon traffic thru the HRBT is awful in both directions. Routinely see cars in Eastbound on-ramp leading from Hampton Univ. passing each other to get farther ahead in the merge lane creating frustration and more dela
131	Many people slow down because of the curve going into tunnel. They are unsure of what to expect
132	Agree with all the observations. One thing that is consistently overlooked is the fact that to traverse the tunnel in either direction, one must make a blind 'left and down' maneuver. Many people are afraid of this and slow down, sometimes to a crawl. At the wrong time of day, it sends a ripple effect for everyone behind.
133	Straighten and reduce the entrance angles to the tunnel. Blind left and down is too nerve wracking for too many people. Some panic, and hit the brakes. Honestly, has a real (non draw) bridge been considered? Even if its a toll bridge, surely its better than what we have. Especially if designed with no choke points.
134	I doubt that congestion time tolls will work as most users are not time flexible. A prime cause after amount of traffic is users slowing down within the tunnel. This might be reduced by wider tunnels with a 2'-3' separation lane between lanes and wider lanes by about 3' A higher roof might also help cause users to keep up speed
135	Agree
136	We obviously need 2 additional tunnels at the HRBT, but once that bottleneck is cleared, traffic will just move and back up at the next major interchange, probably Mercury Blvd., and certainly past SR 143. People think that if their issue is taken care of, they won't have traffic, but it just moves on down the line
137	I mostly travel the HRBT during the weekends. I cannot understand why there is always a backup going from Norfolk to Hampton. It is not due to an accident typically. Is it the on ramp there at Oceanview? Does traffic have to slow to allow room for the oncoming cars? But then WHY can't drivers work it out to actually GO once in the tunnel?
138	capacity is a big issue but the bigger one is how merging is (not)managed and speed decreases causing the backlog either way. How about slowing traffic earlier and merging sooner? otherwise everyone tries to rush to the head of the line. Once through the tunnels, speed picks up almost immediately.
139	Totally agree, happens everyday & is NOT breaking news like the TV stations report. Can take you longer to make trip thru tunnel than to reach area from DC.
140	Some vehicles do not accelerate enough on the uphill exit from the tunnel. They often slow to 35-40 mph, which reduces the capacity of the tunnel. Instead of the "Maintain 55" signs, which are not noticeable, put a radar speed sign for better awareness and traffic will improve.
141	During the day, except for Sundays, traveling towards the tunnel is a nightmare. It's always backed up to at least 3 miles, and it's terribly slow moving, but once through the tunnel and on the other side, traffic moves normally. This could turn a 30 minute drive into an hour and 15 minute drive.
142	people do not keep their speed up when approaching the tunnel. After they get through there is no congestion.
143	Absolutely
144	Agreed
145	Agreed
146	Add capacity
147	I agree with the findings, but also I feel that there are substantial congestion issues westbound in the AM as well as the PM traffic. This tunnel has been a huge traffic problem during rush hour since 1980 and the opening of the Monitor Merrimac tunnel only brought minor and brief relief. I feel this is Hampton Roads' biggest traffic problem.
148	I agree with all of the Observations for Congestion.
149	Agree. And long overdue
150	I have, after traveling both east and west, at nearly all hours of the day and night, discovered one single, fundamental problem among drivers that considerably affects traffic flow - MOST drivers, before entering the tube, suddenly and violently slam on their brakes, for NO reason whatsoever. A massive "MAINTAIN 55" sign at each entrance may help.
151	Completely agree, in addition large vehicles are an issue eastbound in the AM as well. As well, some on-ramps in congested areas are short and inefficient, complicated by restricted visibility in some parts due to trees and turns. Short term, large vehicle traffic could be restricted over HRBT during rush hour, mid-term may be on-ramps streamlined
152	We need both a new EB and WB tube!!! Expand the HRBT to 8 lanes minimum. The most frustrating thing about this is everyone outside of the "transportation experts" knows this needs to be done.
153	This is a horrible survey design.
154	The current roadwork at the HRBT starts too early. The lane closures need to be pushed back to 1015/1030 PM. For the last month I left for work knowing I needed to be through the tunnel b4 9 or I was stuck in traffic causing my normal 20 min trip to take 45 min. Now it seems to start at 830 PM. Work must go on, but not when traffic vol is heavy
155	agree
156	agree
157	agree
158	I agree... It often appears that drivers are afraid to enter the tunnel, or get claustrophobic when they go through. If speed was maintained going through the tunnel, backups would be less severe
159	Agree
160	I regularly commute from Norfolk to Hampton and back every day and I'm not sure I agree that there is a capacity deficiency. It all comes down to drivers and if they are maintaining 55mph in the tunnel and not getting in accidents. Days without accidents/incidents, there is often no queue at the tunnel.
161	The congestion in this corridor is the worst in hamptonroads. They should add 3 lanes in each direction and use the old 2 tunnels as HOV/HOT lanes. While we are adding lanes to this corridor we should make room for some type of transit improvement (commuter rail or busway).
162	It seems to me that it takes an awfully long time to clear the tunnel of vehicles that break down. I've been driving this route (southside to Peninsula and back) for 25 years now. The MMMBT was supposed to help the traffic problem over here, but it doesn't seem to have.
163	This is the basic traffic problem in all of Hampton Roads, the HRBT is inadequate for the volume of traffic. All other roads, bridges and tunnels are affected by this one significant deficiency. All other projects are at best stop gap measures without correcting the root cause
164	Agree
165	Another tube needs to be added to the HRBT, not a new crossing.
166	I agree 100%. I have been making this trip for 23 years. At first it was just Summer tourist traffic or Friday traffic. Now everyday finds congestion at the tunnel.
167	I agree with these findings.
168	It is amazing that when backups happen there is no reason other than created by possibly state it self. When passing the choke point there is often no reason for the congestion to begin with. IE you get to the middle of the tunnel then traffic speeds up to 80MPH plus, no incident, no blockage no congestion, all man made or inflicted..
169	I agree; this is during the work week as well as the weekends. However, the congestions is normally all day long on Saturdays...
170	Queues regualarly develop any time there is a flat tire or accident in the tunnel which can occur any time of day.
171	Agree, During the AM peak, queues regularly develop back to Armistead Ave. Also agree during the pm peak, traffic is regularly backed up to I-564/granny westbound
172	Always backed up it seems.
173	Yes agree! But go ahead and add they stop traffic going into the tunnel during peak hours to let vehicles pull out into the traffic. It then backs up and causes back ups the rest of the rush hrs.
174	Current structure has four lanes merging into two lanes. Sometime the one of the lanes is used for trucks and trailers inspection. Solution, Make I-64 four lanes through out the Hampton Roads area so vehicles do not have to merge into to lanes and build a fifth lane for truck inspections.
175	There is a significant issue with tunnel speed dropping and causing the backup. The tunnel entrance appears very dark on approach. Improvement of the entrance lighting would help make the tunnel opening appear larger and allow traffic to maintain speeds. There is also a significant underestimation of the acceleration necessary to maintain exit spd
176	Since 1985, requests have been sent to both Norfolk and Hampton for a BRIDGE over the Elizabeth River to replace the tunnels. It has gone to deaf ears. Maine and New Hampshire struggled with traffic issues for years. The new bridge was a no-brainer: http://en.wikipedia.org/wiki/Piscataqua_River_Bridge
177	This is the worst spot in the area. Too much traffic for the tunnels. I tried to get a business in Richmond to put in nEw windows at my house & they told me they do not come to Norfolk on Fridays because of the hrbt.
178	overheight vehicles within two hours of rush hour should have to wait until rush hour is over before stopping traffic to turn them around, and they need to be heavily fined. Do this, and after a couple of months the problem will stop.
179	I agree with all of them, I spend a lot of time there, the new tunnel to 564 would be great
180	People don't maintain speed and there is always a backup when I try to travel from Newport News to the south side! Now we even have to pay tolls just to use the MM to help minimize traffic, ridiculous! Not on your list...west bound 64 at Jefferson Ave. always heavy heavy traffic!! Then, people want to get off at Jefferson which causes traffic!
181	well, I see the peninsula does not rate much of a survey. I spent 2 and a half hours sat going from Jefferson Ave overpass to Exit 227 at toano. I64 is the same as it was when it was built. the vdot has wasted money on gates, signs and video cams,the info is accurate 50% of the time. Its obvious we are the step children here when it comes to us
182	The assumption of a capacity deficiency at tunnels is incorrect; tunnels are never jammed up at their end. The issue is getting traffic to MAINTAIN 55. If there were signs prior to entering reminding drivers to maintain 55 MPH as well as reasonably sized signs inside the tunnel flashing "MAINTAIN 55 MPH" we would not need a third crossing.
183	I agree with all the findings. It'Â™s important to widen the highway and increase tunnels to alleviate the traffic problem, unfortunately the unique community of Phoebus will be affected. Creating a ferry terminal near the interstate in Phoebus while many homes are destroyed would build up a community and would be a win, win situation
184	Yes&, I agree
185	We need another tunnel. Traffic here is terrible.
186	Agree
187	Agree HRBT expansion #1 rank and priority for economics and emergency evacuation. Expand to North side, Phoebus and Willoughby, to avoid HU / Emancipation Oak/Navy Base. Drop Third Crossing for lack of public/car congestion relief. Build 8 or 10, but 10 makes better sense for the dollars for this century. Ferry Service and tolls fine. Start now.
188	I agree. It does not help when VDOT stops traffic at the worst possible times for no apparent reason. The speed limit should also be raised by 5-10when mph during peak travel times.
189	I am a daily commuter from Newport News to Norfolk. I believe that the HRBT should be 3 lanes east and west bound or another tunnel should be built so that traffic can be a little smoother. Also I believe that trucks should have there own personal lane. Also if something was to happen and ppl had to evacuate, we would be in a world of trouble.
190	The only true fix for Hampton Roads are more bridges. No matter what direction you travel, almost all trips require crossing a body of water. Building new lanes onto our highways is useless when all lanes must merge eventually into the two lanes of the bridges/tunnels.
191	I believe that people who drive into the tunnel with enough gas should be fined just like any over height truck.

192	Observations are accurate. BUT - what are the causes? What CAN be done to eliminate/mitigate causes? What WILL be done?
193	If the problem was entirely capacity, traffic wouldn't return to the speed limit immediately after exiting the tube. A few people slowing down at the entrance and maintaining a slower speed in the tube is enough to cause a backup. Something needs to be done to keep traffic moving. Better lighting? Paint scheme to give the illusion of more width?
194	Better and easier ways to find out about traffic back ups so people can better plan there travels. If I know about the traffic I can make plans to leave at a later time so I am not just sitting in traffic wasting gas and my time!
195	For both directions: Have signs, 7 miles before the tunnel entrance that read "The tunnel is 30 miles wide and 400 feet high, your car will fit." It's been my experience that the biggest cause of back ups is people slamming on their brakes before entering the tunnel.
196	Do NOT consider adding tolls! Nobody take the HRBT at rush hour by choice; you're only going to infuriate people, not reduce travel; high tolls may succeed in pushing the congestion to other routes, but will increase miles traveled and make the problem even worse. Listen to your engineers, they understand the problem and the solutions.
197	There seems to be an issue with speed as well, in drivers ed I learned that slow traffic stays to the right and you pass on the left. Where are the signs for slow traffic to stay to the right? Many times you get that one person in the tunnel who is scared and going 30mph in the left lane therefore causing the whole lane to back up for miles.
198	I agree with all observations, but am unsure about the overheight vehicles issue.
199	I believe a good part of the problem is that people generally slow down before going into the tunnel. They also don't realize that they took there foot off of the gas pedal and slow down going back up the grade. VDOT commercials giving "proper driving instructions" coming thru and exiting tunnel, would be helpful. Anything to instruct the people.
200	Hampton Roads Bridge Tunnel is a one of the worst roads in the area. It is now backed up in both directions 80% of the time. It is impeding commerce and POV travel
201	Agree
202	A big problem that I have seen is that drivers get into or right to the entrance of the tunnel and slow down to 35-45 MPH. I see this as a major cause of back ups as it causes the drivers behind to brake which causes a chain effect of the same until eventually traffic is at a stand still. It is clearly posted maintain 55 MPH but barely anyone does.
203	Agreed
204	1. Better lighting in the tunnel. Currently it's very difficult to see your surroundings. Bright lighting will increase passive awareness. 2. People don't take the tunnel (accidents) seriously enough. A $5,000 fine for anyone who wrecks inside or within 2 miles from either end of the tunnel will drastically reduce accidents.
205	I moved to VA 28 years ago and the HRBT has always been a issue.WE live on the peninsula and do not go the Southside as much as we would like because of the traffic at the HRBT. Study after study over the years with nothing done. STOP talking about what to do and get to work and geter done! Add to the HRBT and Widen I64 to Richmond! JUST DO IT!
206	The tunnel is way to small for the amount of traffic everyday. The tunnel can not handle the population growth. I do agree with your findings.
207	Observations are correct, but the biggest issue is there is no easy way to connect to I-664. We need the northern connection from I-564 to I-664. The state had a plan to start the work on the third crossing in 2007 with a completion date of 2014, so the problem could have been fixed by now if we had an effective transportation plan vs studies.
208	The PM peak can start as early as 3pm, with traffic backed to Granby Street and/or Settlers Landing and beyond.
209	We need additional tunnels/bridges put in beside the existing HRBT. The third crossing will not help alleviate the congestion with the HRBT as that traffic is coming from a completely different area. Also, I64 needs to be expanded to 8 lanes all the way to Richmond.
210	I agree with your findings and I am in favor of handling the congestion there before any other projects are started. Why was the bridge over to norfolk taken out of consideration? This would have been cheaper and faster to do. Plus would add a prime time plus to our area. I do not see any way that the spur off I664 to NN. would help period.
211	I agree with your findings.
212	Yes, I totally agree. There is DEFINITELY a capacity deficiency at the tunnel, both directions.
213	If tolls on HRBT, collected by Virginia. Add tunnel between Hampton/NN and Southside. Again, Virginia should lead the way. If private firms can do it and make money, so can the State.
214	Expansion of I-64 HRBT should be the top priority. It is usually the shortest distance. Sending people to other tunnels wastes gas. Expand HRBT.
215	If the tunnel was brighter cars would be less likely to slow down.This can be achieved through lighting or painting the walls bright white. A sign saying "2 hands on the wheel" should be posted to discourage cell phone use. Flashing signs in the tunnel saying "keep moving or keep up" would help also.
216	The worst congestion in Hampton Roads, and one of the worst in the nation. Build a new tube at the HRBT.
217	agree. Additionally, "no right turn" off of West Ocean View onto 4th is not enforced, creating major issues for the residential traffic in this area.
218	I agree with all your findings
219	I drive through the HRBT to work 5 days per week. The traffic is a problem 4 out of 5 days and every day during the summer. Maybe more state troopers would help - keeping traffic moving when there is an accident, ticketing texting drivers or rubbernecking drivers. Anything at all would be a help! The situation is ridiculous.
220	Agree
221	observations are fine - what are the fixes? One easy and inexpensive partial fix is to enforce minimum speed requirements. If a vehicle (usually a truck) cannot or will not maintain the posted speed through the tunnel they cannot use it! At least not during the hours that traffic is heavy
222	This is an understatement. Lighting changes might help at night - upon entry to tunnel one is blinded, then it darkens, then gets very bright just before one exits into the dark of night. Reverse the order to allow eyes to adjust and people might not slow down suddenly!
223	Agree -- BUT we also need to do a better, more aggressive job of enforcing the rules against "dumb driving" -- frequent lane changes, speeding, slow driving, etc.
224	I agree with the observations.
225	Post and enforce a minimum speed - it used to be 35 mph years ago and we didn't have the backups like we do now. Signs that encourage drivers to maintain their speed when entering the tunnel (along with enforcement) would go along way to alleviating the daily congestion at the HRBT. I agree with the observations listed below.
226	The word that stands out in most of the observations is REGULARLY. I have been traveling through the HBRT regularly since 1978 and traffic has always been congested, now its AWEFUL. This is not a new issue and it should be a crime nothing has changed. Stop the observation and the surveys and do something about the traffic nightmares at the HRBT.
227	Daily, the 4th View intersection is backed up affecting westbound traffic on Tidewater Dr. and eastbound traffic on W. Ocean View Ave. The eastbound traffic on WOV makes illegal right turns which prevents the traffic on Tidewater Dr. from turning onto 4th View, thus causing severe backup. Both streets can backup 1/2 to 1 mile for hours.
228	Agree; however, I'm not sure the study includes the apparently significant seasonal differences due to summer beach traffic. Diversions from the HRBT to the MMBT for through traffic would help mitigate that problem.
229	Stop bringing Norfolk's thru traffic to the peninsula; build the damn 460 corridor!
230	Disagree with your observation of a capacity deficiency. I've traveled this corridor daily for seven years. Drivers fail to maintain a constant speed at five major points: tunnel entrance, tunnel down slope, tunnel flat, tunnel up slope and tunnel exit. Make over height rigs wait until midnight before allowing them to reenter the highway.
231	Agree
232	Agree
233	Ridiculous. People don't know how to drive, brake way too much for no reason and cause a worse back up. This tunnel was a stupid idea from the start. If it's raining don't even think about it. Hate choosing between waking up and leaving an hour early and sitting in traffic..
234	yes
235	I agree. One must leave Norfolk by 2 PM to ensure one is not caught in stalled traffic leaving Norfolk.
236	I agree with the observations, but also find that poor driving habits contribute to tunnel backups. Drivers that don't maintain their speed in the tunnel cause backups.
237	Agreed
238	AGREE!!! As a Hampton Roads Resident for over 40 years I know the traffic!! Tunnels used to be congested Friday afternoon and Sunday afternoon. The last 10 years they're congested ALL THE TIME. THIS SHOULD BE HIGH PRIORITY TO FIX. Either by adding another crossing or widening the current bridge. Thank you for this opportunity to comment.
239	Agree.it's a nightmare all the time. Even weekends during middle of the day
240	I agree. Thank you all for the work you do! WE definitely need more roadways...traffic in this area has really grown! and still continuing to grow....we live in a good area of the country and I think everyone is migrating here. We need to do something with the congestion with building new roads..and tunnels
241	I agree!
242	How much did it cost to figure this out? A blind person could come to the same conclusions.
243	As usual 1-64 expansion from Hampton to JCC has been ignored. After 40 years of sitting in traffic, we have been offered one additional lane, which is heavily dependent on NEW route 460 project. At the same time, Southside ports are exponentially increasing capability, which will result in more trucks and congestion. You plan is a insult or joke
244	Your findings are difficult to cull from the rather overwhelming verbiage, but it appears that due consideration is being given to the awful situation at the HRBT.
245	Why am I selecting certain places....this while hampton roads area is a huge ridiculous mess. How could anyone want to live here
246	1 agree. also, driver habits don't help - too many drivers slow down when they enter the tunnel, needlessly backing up traffic and creating an accordion affect. Finally, I don't understand why the 15th View access ramp to I64 Westbound is closed as often as it is. If left open it would relieve some pressure on the 4th View entrance to I64 West
247	Concur with your findings. I also fail to understand why the 15th View ramp to I64 Westbound is frequently closed. If left open it would relieve some of the pressure on the 4th View ramp to I64 Westbound.
248	Agree with all observations.
249	Yes!
250	Add: "DRIVERS SLOWING FOR NO REASON IN THE TUNNEL". The HRBT is part of I64 and should have a minimum speed limit. Cameras can be installed similar to red light cameras and vehicles slowing for fear of tunnel driving or no reason at all should be mailed tickets requiring an amount of payment that will deter this bottlenecking action in the future.
251	I agree.
252	There is a horrible capacity deficiency, queues develop just because cars slow down on the approach to the bridge and tunnel. Summer tourist traffic and delays/accidents at other bridges/tunnels compound the problem. When there is an accident on the HRBT, it compounds traffic on other major arteries.
253	I agree with all of the observations below. It doesn't take long for traffic to backup during rush hour. If there is an accident you could be sitting there for hours. There needs to be more lanes to handle all of the cars.
254	Agree Strongly
255	CONCUR.
256	I do not agree with the statement, "during PM peak..." Traffic backs up throughout the day and it backs up to Little Creek and beyond due to tunnel capacity and the lack of available alternate routes across the water.
257	traffic backs up regularly pass I564 at anytime, many times without notification, and throughout the day- not just during PM peak.
258	More lanes are needed at the HRBT. The "Patroit's Crossing" is not the solution for this problem. Either adding a high rise bridge next to the HRBT or adding more lanes to the HRBT is what is needed most.
259	Bad driving--people hit the brakes for no reason when entering tunnel, follow too closely necessitating "riding" the brakes in the tunnel, then inexplicably brake again while going uphill exiting tunnel. More lanes isn't the answer. Suggest flexible work hrs, ride-sharing telecommuting & express mass transit vans & buses. Think outside the box
260	I agree with findings.
261	I would find tolling an acceptable congestion mitigation approach only if it follows the model of the I-495 HOT/HOV lanes in Northern VA. This would include a "missed toll" option, dynamic pricing, and E-ZPass Flex transponders (for HOV-qualified travelers). HOT/HOV lanes would apply to all interstate bridges and tunnels with dual/multiple lanes.
262	I agree
263	Agree with findings in general. Backups are not limited to peak times only and are encountered on a regular basis. In fact I always expect a delay when traveling across the HRBT. Additional lane capacity should be added with a transit line. Constance maintenance on the HRBT and any work/accidents on the MMBT further compound backups and delays.
264	Agree!

	Freeway Corridor #3 - I-64/High Rise Bridge from I-264 & I-664 (Bowers Hill) to Greenbrier Pkwy
	COMMENTS
1	Agree!
2	Congestion on I-64 in the vicinity of Indian River road is very dangerous. Traffic backs up on I-64 and cars are parked along the shoulders of I-64. This creates a very dangerous situation. Recommend expanding Reon Drive to two lanes of northbound traffic to relieve some of the congestion. Not sure what can be done about Indian River road east.
3	agree
4	Agree
5	I agree
6	Yes - accurate sum of the problems. There is also frequent weave zone congestion at the 64/264/464 interchange in Bowers Hill both AM and PM, but not severe, most times operates at LOS E.
7	Backups regularly occur on I-64 Westbound (towards Chesapeake) during the PM peak Period from the High Rise Bridge back to the I-264/I-664 interchange as well. The recent tolls at the downtown tunnel has led to this one because folks take I-64 to avoid the downtown tunnel.
8	I agree with findings. James McGrath (Suffolk)
9	Yes, I agree with your findings.
10	There is also an inner loop PM backup from the Bower's Hill interchange back to the Military Hwy Exit.
11	I agree with the observations.
12	Widen Hi Rise bridge and I-64 make the most sense.
13	Also, during PM peak times on southbound 664, the Portsmouth Blvd ramp is a huge chokepoint.
14	Yes, and: The High-rise bridge approaches scare drivers and there are recurring accidents at, just before, and just after the bridge in both directions. Two weeks in a row, late on Thursday nights, there have been serious accidents on I-64E just after cars exit the bridge.
15	Agree
16	I agree. The 17/168/dominion exit from 64 is dangerous becausr traffic entering the highway do not yield and far too many vehicles are trying to exit into this merging traffic. There are accidents here daily, redo the ramps please. There is not enough capacity at this interchange especially when the new dominion project is complete.
17	I agree with everything but the tolls on the tunnels, HOV lanes of I-64, and the new design of the intersection on Kempsville and Indian River. I believe the new intersection design will make it worse.
18	I agree with the assessment with regards to the PM assessment--I do not travel this corridor in the AM
19	If drivers would pay attention and not wait till last second to get over. maybe not so bad but when you cut over at last second and driver has to hit brakes it accordion
20	There are too many idiots on cell phones in the AM. The PM trip back to Portsmouth is filled with the same people each day SHOCKED that before the highrise the extreme left lane ends (although it is clearly marked with arrows and they do it EVERYDAY) and the observant drivers in the middle lane have had enough and don't let them merge. end rant.
21	Totaly Agree!!
22	The findings are fairly accurate. BUT...much of this congestion is due to the closure of the Gilmerton Bridge in the night hours during the week, and the fiasco that is the Downtown, and mid-town Tunnel is the majority. The shift in traffic is due in large part to the number of 'errors' in billing, and the punitive nature of the tolls themselves.
23	Terrible backups 4 lanes come down to 2 creating a huge bottle neck.
24	There is a capacity deficiency on the high rise bridge. More lanes were added up to the bridge so you have I-64, traffic merging from 168 all heading into 2 lanes for the high rise. The bridge should have been expanded during the constructions and lanes added all the way to the 264/664 interchange.
25	I agree with the findings.
26	Absolutely agree.
27	I agree for the most part. I believe a lot of the issue is the fact that you go from 4 lanes to two lanes to get across the high rise and these lanes are going away while you have a high number of people trying to get onto the highway.
28	Backups also regularly occur on I-64 Westbound during the PM Peak period from George Washington Highway back to the I-264/I-664 interchange.
29	AGREE, there is so much traffic traveling at that time of day. The problem occurs when everyone bottle necks to cross the high rise bridge where it drops to 2 lanes. This is VERY frustrating for those who don't even need to cross the high rise as it backs up and blocks the exits for 464, dominion blvd and the Chesapeake expressway
30	Backup occur because of unreasonable tolling at MTT, DTT, and Jordan bridge. Renegotiate state contracts for the MTT and DTT and traffic will move away from the high rise.
31	YES! :(Road Narrows and Widens in Several Places along the corridor. Unfamiliar drivers or dis-courteous drivers Do Not Merge smoothly. Widen the road to one width, including the high-rise bridge, to add capacity for the 'Toll-Dodgers' and the 18-wheelers using the Transportation Corridor to I-95.
32	Widen 64 from Battlefield to George Washington Hwy to 8 lanes (4 per side) and from GW Hwy to 664 to 6 lanes (3 per side).
33	Speeding traffic leads to back ups. Drivers are well over the speed limit and reach the choke point where the 4 lanes merge to 2. Enforce traffic speed limits so the traffic merges at two lanes instead of becoming choked.
34	There is congestion going east on the I-664/I-64 stretch leading up to the Highrise. Going west the congestion's even worse.
35	I agree
36	These backup occur daily and are starting earlier and lasting longer. Heaven forbid an accident or breakdown occur and affect any lane of traffic. I regularly consult traffic congestion maps online and more and more am diverting to Military Highway - I guess until that gets bad too.
37	I agree with your findings. At times this congestion occurs on the weekend.
38	Agreed
39	Agreed!
40	Poor design between I-464 on/off ramps in the same vicinity as I-64 merging from 4 lanes to 2 lanes. Way over design capacity..
41	1. Drivers are stupid. Gravity slows cars going up hill unless more power is added. Thus speed at top of High Rise bridge is often 35 to 40 MPH. Install lighted signs telling people to press the gas going up the hill. Same with tunnels. 2. 64 west bound. Merge from GW Hwy into traffic described in #1 above creates huge congestion.
42	The Elizabeth River is the main chokepoint of the region. It's time to add lanes here.
43	#2 biggest issue. 8 lanes to 4 lanes. Enough said.
44	Bumper to bumper cars trying to merge.not allowing enough space to merge.jumping lanes.not waiting their turn.
45	Cel phones.cel phones.cel phones.did i mention cel phones.
46	Not enough capacity during A M and P M rush hours. Increased capacity is the only solution to the dilemma that I can envision. A four lane parallel bridge would solve the problem. In the fall of the year the sun has a major impact on the morning commute around 7:00 A M.
47	64EB Toward Suffolk; build a left exit from 64EB to 168SB. Right now the new Battlefield, and 168 Bypass has everything happening in the right lanes, a left exit ramp form 64EB to 168SB/Bypass would ease this. Also add a ribbon lane/bridge on 64EB between Battlefield and 168 Bypass. Right now, too much crossover traffic in a short space.
48	Not enough lanes for all the traffic! Needs more lanes.
49	Hopefully our state Gov will pass laws prohibiting drivers using cell phones when driving.The state should initiate fines for drives who consistently drive in the left lane slower than posted limits. This is a major contributor to driver anger and road rage. Place signs on the HWY telling slow driver to use the right hand lanes.
50	The only solution here is an expanded bridge with shoulders. Frequent accidents bring this one to a dead stop.
51	You are absolutely correct, but you don't state the reason, like roadway reduced from 4 lanes to 2
52	Agree congestion is horrible
53	Yes. It is terrible.
54	Agreed. This corridor needs to be expanded from I-464 thru Bower's Hill, including the High Rise Bridge.
55	I agree with your assessment
56	What a slap in the face -- where is any mention of Suffolk? I know we are considered part of Hampton Roads, but every city is mentioned except for Suffolk, Virginia!!
57	Take the tolls off the downtown and midtown tunnels, traffic will not be as heavy from overflow (duh, really don't know how you didn't see that happening,u don't need special studies to see that, you could've asked any1 here). Also finish the work on the damn gilmerton bridge and keep if open. Its ridiculous that it's still being closed at night.
58	Only alternative to paying for tunnels. Expand to three lanes but the results will be the same after a few years.
59	Agree. Even worse now that there are tolls at the tunnel
60	I-64 Eastbound needs the lanes reconfigured as suggested to allow the far left to continue thru the 464 interchange all of the way to the high rise bridge. Have the right lanes end (as suppose to the left lanes now). Have the right lanes end past the 464 interchange to allow for the merging traffic to have time to merge.
61	Traveling this corridor for 15 years I'm not sure what can be done "construction-wise". Most of the issues other than too many cars for the road are human issues such as cell phone use, people driving in the passing lane going too slow and causing bottle-necks and when accidents or police are on the other side slowing traffic on the opposite side.
62	The interchange at Dominion Blvd needs to have separate lanes like Greenbrier and Battlefield. The basket-weave is way too short for the volume.
63	Development took place-roads never kept up-result capacity deficiency! When we plan to go out to Chesapeake from VB to see family, we usually have to leave at least 60-90 minutes for a 40 minute ride. Awful!!!!!!
64	on the east bound side keep the hov lane all the way to the merge point, people just get in that left lane to get ahead of all the ohters then do not merge and play well with others. at the intercahge, well that is just crazy, needs a left lane fly over for 168, just too much going on there, maybe should have put the right 464 up farther
65	The PM problem is slow trucks, 464 to 17 exit traffic, and 168 onramp traffic. Restrict trucks over 2 axles from left lane of bridge. Redesign the 17\464 ramps, move them, make them left exits, add jersey walls etc. Allow 168 unnecessarily long onramp to merge 64 sooner move it back from the 17/464 interchange.
66	The "fix" to Greenbrier traffic a few years ago just "pushed the I64E python down the pig." Now the bottleneck is where it goes from 4/5 lanes to 3/2. The merge/exit flow there is also poorly designed. Drivers coming on I64E must weave thru those exiting to 464N and another lane of those slowing for exit 291B. A small # of cars gridlocks that.
67	The ancient old plan of Pleasant Grove Parkway through Bowers Hill needs to be revisited to help with the highrise traffic, Cedar Rd. and Dominion Blvd. traffic, George Washington Hwy. traffic at Intercoastal Waterway, I64 traffic. So many hiccups in traffic could be dealt with if this was looked into again and considered.
68	Too many gilmerton bridge openings during morning and evening rush hours...that also backs up the high rise and geo wash hwy...and causes bottlenecks at milt hwy and geo wsh hwy!
69	For AM congestion 64 WB restrict trucks over 2 axles from the left lane of the bridge. Find a way to block the AAM sun hitting drivers in the face?
70	No one knows how to change lanes around here. Just completely slows down or stops traffic for no reason. The HOV lane ends right where rush hour traffic backs up headed to the high rise. Any coincidence? Would also help people to pay more attention if they would just would just put their phones down.

71	The big problem here is that the extra lanes and flyovers added at Greenbrier and Battlefield does not extend past the 168/464/64 interchange. This regularly creates backups, particularly in the afternoon, to say nothing of times when tourist traffic headed south is added in. Why was all that great planning done, only to omit such a major mess?
72	Agree
73	Agree
74	Agree
75	TRUE
76	Agree
77	Yes, please help us. We exit at The bypass, 168s. Pew really need a quick, fast, safe solution. Thank you for even asking
78	These observations are correct. This is a huge issue, a big bottleneck with accidents that occur on a regular basis.
79	I strongly agree with the observations for congestion. To avoid the Downtown tunnel taking this route can still be very problematic.
80	Agree.
81	Yes I agree. A big issue on 64 E is that approaching the High Rise Bridge you have two many outside lanes closing out at the exact same time when you have merge lanes occurring from on-ramps.
82	I agree
83	agree
84	I-664 in chesapeake needs two additional lanes in each direction to move traffic. It gets heavy in the PM in both directions. With the growth in the area its only going to get worst.
85	Flyover at Indian River and Kempsville would be helpful. Additional lanes on both would aldo be helpful. Jersey walls at the I264 East from I64 would prevent slowdown in the other two left lanes as people too good to wait their turn attempt to butt in
86	Absolutely, as with other shortsighted projects, the installation of 4-lane interstates and their bridges in this urban area is a huge waste of resources. Anyone knows that eventually the addition of two more lanes will be exaggeratedly higher than if those lanes were constructed with the initial project. Please heed this lesson in the future.
87	To allow thru traffic at 64/464 interchange to flow better, use jersey walls and warning signs to force traffic exiting onto 464 to merge right at least a half mile prior to the exit to prevent people from slowing and sometimes stopping traffic to merge from the far left lane to the far right lane at the last minute.
88	Agree, the changes at Battlefield seem to have improved the traffic flow.
89	The on/off ramp for 464/168S at 64E is a PM bottle neck nightmare. There should be a dedicated flyover from 64E onto 168S/Dominion. Traffic backs up on 64E, cars trying to merge off 464/168 onto 64E shoot across lanes, narrowly missing cars trying to merge onto 168S on-ramp. Traffic at this location will increase when 17S is complete.
90	The capacity deficiency is exacerbated by travelers diverting to I-64 to avoid the tolls on the Downtown and Midtown Tunnels. Eliminating the tolls could be anticipated to have immediate impact, allowing more time to enact permanant capacity upgrade projects.
91	Agree with the capacity deficiency. A big part of the backup going West is caused by the very short actual merge section that's available of the GWH (RT17) onramp coming from Deep Creek. The other onramp section coming from Military Hwy isn't great either.
92	Needs to be opened wider two lanes of traffic is not cutting it for the amount of traffic using the road.
93	What really needs to be fixed is exit ramp 291B. It's the cause of a lot of backups and accidents when heading I-64E to the High Rise bridge. This should have been fixed when the Battlefield/Greenbrier project was done a few years ago as it's a bigger cause of problems than those two exit ramps ever were.
94	Agree with observations. Seems the merge of four lanes of traffic to two at the high rise, as well as the merging of traffic at 64/464 at the same location, causes heavy delays and dangerous driving patterns.
95	What a joke, I was fooled and thought you were taking a survey and wanted true input. Any moron/idiot/bean counter can figure when traffic is backed up. During peak hours??? Good job!
96	I'm concerned you excluded the Downtown tunnel from this survey, citing 2014 data, but failed to consider the 2014 data from diversion of that traffic onto Rt64. This new 2014 data needs to be included in this study- I suspect you'll find it's created much worse conjestion in the High-Rise Bridge corridor as well as south-side 664.
97	Another highway that takes four lanes and merges into two lanes. On top of that, it's a draw bridge. How cities in the US has a draw bridge on an interstate. Simple solution, make the entire I64 four lanes or more and make the bridge hight enough where it doesn't need to be a draw bridge.
98	Agreed and if any other tunnels are blocked for whatever reason this corridor becomes even more congested with people trying to cross the Elizabeth River
99	Correct, no fix here until high rise can be replaced/upgraded
100	agreed. you go from 4-5 lanes down to 2 or visa versa either way it's very painful, there's an awful lot of traffic trying to merge at very tight spots. The on/off ramp to North Carolina right after Greenbriar doesn't help much as traffic always backs up there.
101	I moved to North Suffolk from Newport News one year ago. I have been stopped on interstate highways with delays of 20 minutes to one hour leading to MM Tunnel and High Rise Bridge in both directions and random stoppages on I-664. Because of traffic congestion, I would not encourage anyone to move to South Hampton Roads. Problem is capacity.
102	1.You need to utilize this scarce resource better. During HOV times, don't block all the lanes to respond to an accident. 2. Support No Fault accidents during HOV times. 3. When cars/trucks run out of gas, need a fine of $500. If car/truck has mechanical problems and is not currently inspected, $500 fine. 4.Add lane at BH N. on 664
103	I agree
104	I do not agree with all of your findings. Bullet point 2 the usual backup is between George Washington Hwy and the High Rise Bridge. Bullet point 3 the usual backup is from Military Hwy and the I-264/I-664 interchange.
105	agree
106	The biggest congestion issue with the High Rise corridor seems to be going east bound at the I-464/I-64/Chesapeake Bypass interchange. While the construction at Dominion Blvd has caused more delays, the main problems are seen in the merge lane coming and going from I-64E. I-64W traffic seems to stem from upstream effects at Indian River.
107	Agreed
108	Ridiculous
109	Agree
110	Agree. Meanwhile, help may come from controlling eastbound merge before bridge through double white lines, and signage requiring more efficient 1 for 1 merging of ending and fast lanes only at the end. At least it would reduce anger. Make the Deep Creek exit lane much longer.
111	I agree with all of the observations below. The design of the Bowers Hill area is not very efficient. It is very conducive to accidents. It makes for a nerve racking driving experience.
112	I agree with #1&3 but can't speak for #2. Traffic is normally heavy but only occasionally bumper to bumper. It seems 168S is the largest problem as it backs up onto I64. I get on at Battlefield&168N and on a weekly basis observe heavy congestion on 168S that originates further up the road and continues onto I64, which backs up beyond Battlefield
113	YES I AGREE
114	From Bowers Hill to the Bridge in either direction is always backed up at peak hours. You have cars & tractor trailers cutting in after their merge lane ends. You have cars in far left lane cutting across three lanes to get off the exit when people are trying to get unto 64 from 168 and others are trying to get off the exit.
115	Why is it that the Hampton Roads area seems to be the only major metropolis that does not cause semis to use the right lanes in congested areas? Richmond, Northern VA, other states seem to control their truck traffic so much better than Hampton Roads.

	Freeway Corridor #4 - Monitor-Merrimac Mem. Bridge-Tunnel (I-664) from Terminal Ave to Chestnut Rd
	COMMENTS
1	The frequency of congestion is increasing in the southbound direction.
2	Occasional backups Northbound in the AM as well.
3	enhanced express bus service, including restoring the link between Suffolk (Magnolia park and Ride) and the Shipyards is essential here, also a park and ride in Churchland or Harborview that is bus accessible would be great.
4	Agree
5	agree
6	I agree with findings. James XXXXXX (Suffolk)
7	Agree from what I see. At least once every 10 days it is backed up in the southbound direction during the afternoon rush.
8	If one crossing is tolled then all crossings must be tolled. If they are all tolled, the tolling fees could be lower. I don't think ferry service would work as it would be slow and take too long.
9	TRUCKS, BUSES AND RV's SHOULD BE REQUIRED TO STAY IN THE RIGHT LANE!!!!!
10	Traffic has gotten bad at the mmmbt. Alot has to do with the way people drive through the tunnel. I constantly see people brake for no reason when they get in the tunnel, when they have no one close to them for no reason. Its like when they get into the tunnel they panic.
11	Part of the problem is lighting in the tunnel. As soon as vehicles enter the stretch of reduced light, they start to slow down. Some drivers just do not feel comfortable in the reduced light.
12	I agree with these findings but I also feel that there is often construction going on on the bridge at the beginning/end of the peak hours that can be done in the later hours of the day or night so that it does not interfere with traffic patterns or backups.
13	I agree with the findings.
14	Traffic here is fine. Minimal delays at certain times. No need to expand or charge tolls to expand another crossing. Educate people on how t drive through a tunnel without slowing to 30 mph.
15	Disagree that tolls is #1 priority. What will you do with that money? Public transportation btw Hampton and this hwy is not available for locations on regular work hours. You have no metro or cost effective way-reduce. You haven't addressed summer/weekends since this is a direct route supporting Tourist to VA Beach, Norfolk and the OuterBanks.
16	At around 3:30/4:00, it's backed up once you get past exit 26. Sometimes, you're just sitting, but it's STILL not as bad as the HRBT!
17	I think the tunnel is AT CAPACITY - not below it. Traffic backups from the exit of the tunnel (onto the bridge) back towards I-64 everytime the work-shift changes at the shipyard. Once vehicles clear the tunnel and gain the bridge the back-up vanishes SB until exit 10 which frequently hits stop and go status until past exit 12.
18	I definitely agree with both observations, plus now some AM backups have started to appear as well. Additionally, whenever this area backs up, the James River Bridge tends to back up as well with people looking for an alternate route (or, as VDOT highway radio calls it, an alterna trout).
19	In Agreement !!
20	Thank God for the MMT
21	There are far greater needs than this location that require immediate improvement. Adding more lanes to the HRBT is the most critical need for the region. The Port's "3rd Crossing" is not needed and is a nice-to-have low priority speculative and risky "economic development" project that should not use Federal of state Gas Tax funds.
22	This corridor isn't a problem. The Harbor isn't the chokepoint. The Elizabeth River is the problem. This corridor isn't a priority. Save it for later and fix the real problems to the east first.
23	Remove the equipment that allows cell phone signals in the tunnel. Paint horizontal lines on the tunnel wall so that people will have a visual cue that they are climbing the steepest hill in the region. May this will keep them from slowing down.
24	lagree.
25	It seems that the backups happen because of the on-ramps from Downtown Newport News converge all on one spot right before the tunnel.
26	There needs to be a regularly scheduled passenger train system to/from Norfolk to/from Newport News and Williamsburg. The lanes in the tunnel need to be expanded to 3 or 4 lanes for both sides. The lanes need to be expanded leading to the tunnel
27	The report fails to address the northbound backup that exists on weekends during the summer months. This high volume of traffic is also reflected at the Jefferson Ave. I-64 west bound interchange. The writer has experienced up to 15' delays. The congestion and delays continue past the Williamsburg exits. Average speed is 40 mph.
28	INCREASE CAPACITY!!!!!!!!! As with the HRBT, using tolls to reduce congestion would be futile and just a charge to raise money as having tolls will not reduce congestion.
29	Agreed. Better than hrbt though
30	I concur
31	I agree with the observation for congestion. Northbound congestion is infrequent but southbound traffic backups in the PM hours are getting more frequent, with longer backups.
32	I agree
33	agree
34	I agree with the findings....people appear to unnecessarily slow down, including in the tunnel
35	Agree The problem on all of these arterials is that as long as there is one person per car, no matter how many extra lanes, bridges or tunnels that are built, there will always be congestion. Also, on the tunnels, until people learn to maintain their speed in the tunnels instead of slowing down, congestion will exist.
36	I agree with these findings.
37	I definitely agree!
38	this is due to morons not getting in line with traffic when they get on. they must ride the outer lane all the way and make the people in the non merge lane slam on brakes or take off the fender of the person merging. truckers also play a part in the congestion. they think they do not have to be in the right lane. people scared of going into hol
39	people are also spending so much time on cell phones/texting they are not maintaining proper speed(60) for the tunnel and interstate.
40	Shipyard rush hour both am and pm causes a bit of congestion. Also around 5:00 going northbound when Joint Staff lets out can be a bit slow. Otherwise runs well.
41	Yes!!!
42	Do NOT consider adding tolls! Nobody take the MMBT at rush hour by choice; you're only going to infuriate people, not reduce travel; high tolls may succeed in pushing the congestion to other routes, but will increase miles traveled and make the problem even worse. Listen to your engineers, they understand the problem and the solutions.
43	Feeding multiple lanes into fewer lanes causes much drama as people here are not taught to use all the pavement and then honor the every other car code. As long as this many to few practice is continued in HR, traffic will never improve. Doesn't matter how much pavement you lay down.
44	when a major grid in the area because negatively impacted seems like it spreads quickly throughout the hwy/road network. More infrastructure support needed and not in 10 or more years. Thank you.
45	Traffic backups Northbound are routine from the tunnel to Dock Landing Road. In the afternoon from 3:30 until 6:00 this road is practically closed heading South. Incorporating a Patriots Crossing at this location would make it worse and would not alleviate congestion in either direction.
46	Yes, I agree with the findings, however, I believe other options for improvement should be considered. The installation of tolls may reduce the traffic on the MM tunnel, but will likely increase the amount of traffic for the James River Bridge, which seems to me has been showing an increase in congestion as well.
47	I agree with these observations.
48	Agree; and simply adding a spur from the south side of the tunnel to I554 would not solve that issue.
49	Agree
50	I have noted backups Northbound on the south end of the tunnel in the mornings as well.
51	Most of the problems are the drivers not the roads. They speed, tail gate, swerve in and out of traffic, text etc.
52	Biggest joke in the world. A train track right down middle of 664
53	Yes but hrbt is worse
54	Agreed
55	Yes all true
56	Southbound traffic congestion is worst in the pm hours and northbound traffic is worst in the am hours. I agree with all of the observations below.
57	Agree!
58	Drivers seam to automatically put on the breaks as they approach tunnel which starts an automatic chain reaction of drivers hitting breaks: Post on the overhead electronic signs: "slow traffic stay in right lane only". Have police ticket drivers going 10mph or less under the speed limit.Educate drivers(radio,newspaper,web).Post maintain speed signs
59	Yes, southbound is chronically congested and backs up at peak pm period. Furthermore, the tunnel which serves as a primary connector between the southside and peninsula is a critical connection that will suffer from severe backups during any maintenance activities or accidents impacting the HRBT. Capacity should be added by lane expansion.
60	Agreed

	Freeway Corridor #5 - I-64 from I-564 to Indian River Rd
	COMMENTS
1	Agree
2	Serious issues with the merge onto Military Highway/64 WB/Hampton/Norfolk in the PM peak. Not utilizing shoulder lanes during this time creates more lane changing, therefore additional conflict/incident/crash opportunities.
3	Agree 100%.
4	Agree
5	These findings appear accurate to me.
6	The number one reason is the HOV lane policy which effectively eliminates a driving lane at both rush hours. Open the lanes for everyone. Stick a toll on it if necessary. However it is ridiculous slogging through the twice daily jams while watching an empty HOV lane. Stop acting like Northern Virginia where the traffic is even worse.
7	Adding a few more trips on the 922 MAx, as well as a stop at the Military Highway light rail station can (I said CAN) help solve this issue, as well as improvements to several interchanges along I-64, including the one at 264, and perhaps Chesapeake Blvd.
8	I agree
9	agreed
10	Agree
11	I generally concur with the findings. One observation I do have, in terms of driver behaviour, is lane discipline enforcement - e.g. problems at I-64/I-264 Eastbound interchange are compounded by late exit strategies employed by some drivers. If the Double-White-Line rule was enforced it would smooth traffic flow at an obvious choke point.
12	I've been traveling from Kempsville to ODU for 35 years now. When the Tide was initiated,I took it Newtown Road and took the Tide to NGH and then by bus up Hampton Blvd to ODU. It was free the first year When the $60 fee went into effect, I stopped riding it. You need to extent it to ODU and to the Naval base. The buses never ran on time.
13	Trying to get from Indian River Rd to Bay View area on I-64W is always a problem due to the backup of cars trying to access I-264. And then as soon as you pass that backup it starts all over again with cars trying to exit at Northampton Blvd.
14	One of the big reasons for this being a chokepoint is lack of capacity on Indian River Road. Further, the 64/264 interchange is criminally deficient in capacity.
15	agree
16	100% agree!
17	This area of the highway is so congested that it is dangerous. During peak traffic hours this corridor is a parking lot.
18	I agree with your findings. I do wonder if there is enough bridge space over 264 to allow for three lanes of traffic westbound.
19	Going east bound is always backed up about 5pm every mon - fri.
20	Agreed I 64 is to small for the volume of traffic that travels on this freeway. 2 Carriers alone account for at the most 10,000 drivers on the road at the same moment in time. Not counting other personnel on base. I-64 must be widened.
21	I guess you all see NO problem with 564 to Indian River in the PM Peak. Well I DO!
22	I would have to add that traffic queues often (not on a regular basis) between the hours of 7 AM and 9 PM, both eastbound and westbound, particularly in the summer.
23	The exit ramps both east bound and west bound for 64 on to 264 often are overwhelmed. Recommend modifying the HOV lane to allow two way traffic (all traffic) to run course of the entire HOV lanes without disrupting continuity of the interstate.
24	From the on ramp at Northampton Blvd west bound thru the 264 interchange is totally backed up every morning due to people cutting in the exit lane to 264 where the double white lines are even though the sign says not to or get a fine. At the crest of the hill and all the way to the merge off to 264 needs to have a guardrail so people can't do that.
25	I agree. However, a big part of the congestion problem is caused by the State Police during peak traffic hours because when they have thier emergency flashers on, it seems that the "gawkers" are trying to look at what's going on with the Police and slow the flow of traffic down significantly and also cause more accidents.
26	YES! :(Speed Limit too Slow; "Solid-White Line" Crossing not enforced. Need to add back second lane to I-64E Exit to I-264E (VB), was removed when HOV was added. Road Widens, then Narrows in several places BTWN I-564 and I-664 while traveling on I-64 EB & WB. Drivers not familiar or refuse to merge orderly. Make it all wide or all something.
27	OPEN underused HOV lanes to all traffic.
28	I have observed the westbound AM queue from I-564 to Norview Ave on a routine basis. Concur with the PM westbound queues description.
29	Highway Capacity Manual (HCM) explains the problems that occur when 3 or more lanes are crammed into 2 lanes as at the HRBT. It is car volume versus route capacity. I hope we didn't pay a lot of money for this survey to tell us commuters that which we already knew. Doing study after study does nothing to solve the problem if nothing has changed.
30	There are PM queues also. Is this problem going to be addressed by the TPO? Will this project route through HRTAC for funding? Isn't it true that TPO has already identified 9 projects for funding and alleviating congestion in this corridor was not one of them? What is the point of this survey?
31	Agreed
32	why not survey local people to find out where they are going to/from on a regular basis and look into more ways (employers????) to encourage ride-sharing as well as better public transportation. We don't need more roads, that just leads to more cars. We need solutions that REDUCE the number of cars!
33	it would be helpful to barricade the exit ramp to 264 from indian river, most of the congestion in this area is from people not getting into the exit lane back far enough and then cutting into the exit lane causing both lanes to slow down/brake even though the double lines are "prohibited" from crossing, there are also frequent accidents here
34	PM peak period backup is caused by the exceptionally poor design from Northampton BLVD interchange to I-264 interchange. 2-lane on ramp merging into 3- lanes of 64 merging into a right-lane only exit for 264 that routinely backs up to that on ramp. And the double white Do Not Cross line is DUMB!! Fix the I-264 interchange! More lanes of ramps!!
35	I-264 interchange is a TOTAL MESS. Too few lanes on from 64, too many MERGING lanes, and the unnecessary HOV lane on eastbound 264. The bottleneck between Newtown and Witchduck is TERRIBLE. Essentially 6 lanes merging into 3 with the off ramp for Witchduck. This must be THE #1 spot for accidents. PLEASE FIX!!!!!!!!! Design NOT capacity issue!!!
36	#3 worst traffic area. Only one lane to the states biggest cities? Even Portsmouth has more lanes than that.
37	This road simply needs more capacity once you leave the Chesapeake area heading west. As the lanes begin to funnel down heading to the high rise bridge it becomes congested and often very dangerous.
38	This is lack of capacity and the boondoggle of the lightly used HOV lanes. Should consider using the HOV lanes as tolled express lanes like the DC beltway is implementing.
39	Yes!!Nearly impossible to get onto the IRR exit when on 264 during PM Peak Period. It is at a stand still. Brutal!
40	Yes. It is awful.
41	Spot On
42	This interstate is congested in the morning and all the while I am sitting in dead stopped traffic I look over longingly at an open lane, the hov lane. I think it's pretty obvious that no one in this region carpools and that's what the lane is for. It's just a wasted lane when it's needed most. Open the hov lane to all traffic, see if it helps.
43	Westbound I-64 in the mornings is often the result of an accident at, or after, the I-264 interchange. The rt In- exiting to I-264 East - backs up because of drivers disregarding the double white line. Eastbound I-64 in the PM - two merges, from 264 on the right and the HOV lane on the left that are too close together.
44	Drivers move into the restricted lanes at the last minute and flagrantly cross over the double yellow lines to cut in.
45	The HOV lane is a failure. It's rarely ever used, leaving two lanes that are often completely empty while the rest of the traffic is frequently backed up in the three lanes provided. Complete and utter waste. See how well traffic moves when the HOV lane is open to all traffic.
46	agree, adding AM traffic back-ups I-64E from Military to I264 interchange. Worst is from Northampton Blvd heading east.
47	Keep lines painted on roads BRIGHT & UP TO DATE!!!!! You can't even see them at night!!!! Paint symbols on roads to alert motorists to upcoming areas where they need to be alert!!! We seniors need your help....and so do other drivers!!!!! This is low-hanging fruit but would be VERY effective in road safety!!! Thanks!!!
48	The 1.5 mile single-lane exit from I-64W to I-264E during PM peak period is terrible. There should be 2 lanes all the way from the I-64 exit to Witchduck Rd. on I-264E.
49	The hill over Va Bch Blvd must be eliminated. Come up the hill, only to find a line of near-stopped cars, since the 264E flyover has only one lane. 3 merges (Northhampton Blvd, lane changers, and people coming off the HOV) occur just before the hill. 64W to 264E has numerous merges and lane changes(5?).Add another flyover from the left lane on 64W
50	Continuos road work on one side of 64 with the HOV open to all but going the opposite direction. Would like the HOV to be open going in the direction that planned road work is happening so there is an alternative. Also police always sitting right on interstate entry from indian river rd causing everyone to slow quickly during morning commute.
51	I agree with the findings. Also, traffic queues on I-64 east and west bound at the I-264 interchange ramps all day - not just during the peak traffic periods.
52	Yes
53	Yes
54	Agreed
55	Resolve two major FLOW problems - @ EB 64 at the 264 on-ramp add JERSEY barriers at the double-white lines; in the EB 264 exit lanes @ exit 15A, open the jersey barrier prior to the Newtown on-ramp to allow EB traffic to merge into primary 264 EB; add jersey barrier past Exit 15B EB until the 2 on-ramp lanes have merged into a single lane.
56	Northampton on-ramp to EB 64 is a MAJOR headache. Use a jersey barrier at the on-ramp to allow traffic to merge into a single lane before merging onto 64. The REAL solution here is multiple overpasses to resolve this major choke point. Also, add jersey barriers at the I-264 EB on-ramp (Exit 284A) - white lines just invite people to CUT LINE!!!
57	REMOVE the HOV lane on I-264, especially PM EASTBOUND. Nobody really observes this restriction and it wastes real estate for the PM traffic flow. In fact, ELIMINATE the HOV-2 restriction COMPLETELY on I-64 center lanes. They aren't haven't the intended effect of motivating people to carpool. This would resolve much of PM traffic.
58	I 64 E in the the PM at Indian River & Ches. bypass exits....If the I64 traffic exited first....and the on ramp traffic to I64 didn't have to cross traffic with people getting off.....the traffic would keep flowing.
59	I agree with your findings. I also observe that the Northampton Boulevard exit/interchange in the westbound direction has a peak period of congestion that starts around 3:00pm, which is earlier than usual for coomuting traffic.
60	agree another exit around Regent would be helpful. Many people use IR Road exit to get to Ferrell Parkway and neighborhoods on the courthouse corridor. A flyover at Kempsville and Indian River would also alleviate traffic.
61	All the observations are valid. The I-64 / Indian River Rd interchange is severely over-capacity during peak hours. While temporarily working on a project in downtown Hampton, I could get from Hampton to the Indian River exit (21 miles) in 25 to 30 minutes. It then took another 20 to 25 minutes to get from the interchange to home - 7 miles away!
62	Merging onto eastbound I64 from Northampton Blvd is horrible in late (weekday) afternoons. Thru traffic is merging right to que for Military highway and the HOV lanes are merging from the opposite site. Extremely poor design.
63	The police need to do there jobs and enforce the hov lanes
64	Exits to i264 are very awkward and don't provide enough notice for traffic to get into the proper lanes. This causes many multi lane changes at the last minute which slows traffic

65	Agree with widening the ramp from WB I-64 to EB I-264. But for an interim measure, reduce the solid lines. Always huge backups, while at the actual interchange there often is no delay as drivers leave way too much space in front of them. And agree with converting HOV to HOT. HOV lanes are currently not enforced.
66	I agree. The traffic conditions are ridiculous. Perhaps there could be an arrangement with Base commanders and work to stagger shifts.
67	I have a huge problem after exiting 264 East on Indian River Rd and then trying to get into the right lane to turn right on Centerville. It can be quite scarey and sometimes I end up going all the way to Kempsville Rd. in order to reach Centerville by turning right at Indian River and Kempsville.
68	The mix master at I64 and I264 causes backup becuase exits are one lane, need more lanes on the exits. The problem compounds with the merge of Hampton Blvd, cars trying to get on I64 but have to contend with cars trying to merge into I264 exit. Indian River to Farrel Parkway needs to be an interstate like to connect people in south Virginia Beach.
69	Interstate 64 is grossly undersized from I295 all the way to Jefferson Avenue as well as I64 from Willoughby Spit to the chesapeake city line and then from I464 to Bowers Hill. Normal daily traffic is horrific but any wreck on any stretch increases the issue a 100 fold. An interstate system designed in the 60's and 70's cannot carry todays traffic.
70	Totally Agree!
71	I was on the highway today and after reading those findings, I agree with what was mention.
72	traffic congested in both directions in AM and PM peak period.
73	I agree
74	I agree with your findings.
75	The Indian River exits, both east bound and west bound, are always congested. I would say the congestion on Indian River causes a lot of the other congestion, east bound to the high rise, and west bound to the I-264 interchange.
76	Agreed. Also, the exit for Indian River Rd, eastbound is always backed up PM peak period.
77	I never go east from 3pm to 6pm weekdays. Fridays heading west on I-64 from Wards Corner to the Hampton Roads tunnel is most times a parking lot too.
78	In part. Open HOV during severe periods until resolution. 3-lane HOV? Consider complete 64/264 interchange reengineering. Restrictions, tolls, and shifting congestion are contradictory to resolution. Tolls do not negate access requirements. Add HOV access to/from airport. Scalable pub xsit must markedly supersede POV time/distance efficiency.
79	Agreed
80	Traffic backs up horribly durin the morning and afternoon commute. Accidents cause miles of backup with little to no detour options. Construction/accidents on nearby arteries (North Hampton, Military, etc) compound the issues. Poorly designed merges (Norview, North Hampton, 264) cause backups, accidents and near misses.
81	Agree.
82	Agree. How about opening up the HOV lanes to HOVs and those willing to pay a toll?
83	Yes, I agree with your findings.... Stating the obvious... Drive 64 west in the morning and 64 east in the evening everyday and experience the fun.
84	Any excuse to add tolls... You tax, tarrif and fee enough of our money already. How about eliminating WASTE in the DOT and keeping your hands out of my wallet. Adding an HOV toll will just move the people using the HOV lanes illegally back into general traffic so it will likely have the reverse effect anyway.
85	YES I AGREE
86	there are excessive backup/slow downs throughout the day: 1. not enough lanes for the population, 2. the HOV lanes are not available for all cars EB (leaving the Norfolk base) during work hrs, 3. there are only 2 HOV lanes, 4. no lanes for trfc merging onto the interstate 5. only 1 lane for departure onto I264E and I264W prior to Newtown exits
87	I agree
88	Agree!

	Freeway Corridor #6 - I-564 from International Terminal Blvd to Admiral Taussig Blvd
	COMMENTS
1	Perhaps offering one earlier trip on thr HRT local route 3 which runs from the PRetlow library in Oceanview to the base will help. Also, maybe making some limited stop trips on the route 3 which also utilize 564 on weekdays, like they do on Saturdays may be beneficial. Perhaps also a little widening on the off ramps from 564 at Taussig.
2	Military security requirements are the main problem for traffic, but necessary to the military. Military personnel have strict requirements; civilian personnel have options but probably choose to early hours to leave work early. Other suggestions are feasible.
3	One of the big reasons for the backups on 564 in the morning is lack of capacity at the base access points, especially Gates 3 and 3a. Without cooperation from the Navy, this will never be resolved.
4	Agreed however the backup pushes back onto I64 and beyond. State officals and military commanders should convine to work a better system to pass traffic at the gate.
5	And then the PM peak period is horrible too. it extends from 564 all the way through to Chesapeake BLVD. The one lane that is HOV until the entrance and the merging from Terminal to go towards Norfolk. People sometimes cannot get over in time and end up having to get off at Little Creek and cross because people will not allow merging.
6	Agree
7	Just add an ever increasing toll that is prohibitive to a lot of drivers and they will move to surface street. Problem solved.
8	yes
9	I agree. The backup starts at around 515 am and is bad until almost 7.
10	The congestion on 564, created by the Navy's unwillingness to implement staggered work hours for forces at the base, is predictable and generally in only one direction at a time. The Navy's cooperation to change work schedues and increase gate manning and hours is critical, but backups on 564 could also be reduced with reversible anes.
11	Agree
12	Container cargo bound for NIT should be transported by barge (E-river) vice tractor trailer, which would relieve congestion on Terminal Blvd. and Hampton Blvd. The report does not adequately address the HB congestion which would only ge worse after completion of MMT project. There is an unaddresed safety issue at ODU/HB residents.
13	Yes, I agree.
14	Nothing to be done, until the Navy has open base policy again. Maybe moving the carriers to Florida would help. Good basic design, but too many end-of-road roadblocks. Add more gates
15	I agree with this statement-
16	I agree with the findings. Also, on Terminal Blvd. the traffic lights cause traffic to back up on 564. Perhaps the timing of the green lights could be extended during the peak hours. (7:00 - 8:30 and 3:00 - 5:00)
17	also - traffic is extremely congested on Terminal Blvd from Hampton Blvd to I-64 from 4:00 to 5:30 in the afternoon. It may take as many as three light changes to get through each intersection - except when there is a train on the crossings - then the traffic flows continuously toward I-64 without interruption.
18	Bingo
19	agree
20	The hov lanes are not enforced at all! More than 95% of the cars that drive in the hov lanes have only one person in the car. The hov lanes need to be enforced by the police or the hov needs to be separated from the main roads. This will give more of an encentive for people to carpool and there will be less overall traffic.
21	The police need to do there job and enforce the hov lanes. The police allows thousands of people to break the law everyday and nothing is done about. The hov rules need to be enforced.
22	Encourage military leaders to re-open Gate 3 (Bellinger Blvd), which will increase through-put Gate 3A (Bainbridge Ave) can't presently handle, and reduce back-up onto 564. Improving access from I64 to Gate 4 (Bay Ave) would provide additional relief.
23	Very much a back up.
24	I-564 east bound traffic - Traffic merging from Terminal onto I-564E/64E illegaly crossing three lanes to enter HOV lane. This causes many accidents and traffic hang ups. It is dangerous and has nearly caused me accidents on several occaisions.
25	It is also almost impossible to safely get from where the HOV lanes empty onto I-564 over to exit unto Terminal Blvd safely in the morning. You have to cross over 4 lanes of traffic

	Arterial Corridor #2 - Indian River Rd/Ferrell Pkwy from Providence Rd to Indian Lakes Blvd
	COMMENTS
1	Agree with findings. Indian River Rd. serves as a main artery for residence in central Virginia Beach, connecting them to additional arteries and I-64. One on the main blockages is the series of lights between I-64 and Kempsville Rd, particularly the intersection of Indian River and Centerville.
2	Synchronize traffic lights along IRR from 3 to 7 PM. Traffic from side streets trip signals routinely and cause traffic to stop in IRR eastbound at Every light. It can take 20 minutes to get from the back up on I64 to Kempsville road. This is many times worse when three is a concert at the Amphetheater
3	The problem is yet another Hampton Roads traffic funnel. In this case, the left lanes are a forced left turn, the right lane is a forced right turn off of Ferrell, and everybody really only wants one lane. Between the 64 off ramp and the Regent University traffic, you have about 1 mile of Ben-Hur action to get in your correct lane.
4	I agree
5	Enhancing the existing HRT route 12 service with better frequency and advertising it, as well as maybe a new route between this area and Newtown Road station and providing dedicated que lanes.
6	During rush hour this area is a nightmare. It also has issues off peak. If the lights were synchronized it would reduce the congestion to a reasonable flow. Not sure why this hasn't been implemented since this area has been an issue for years.
7	Concur with suggestions.
8	Obviously a lack of capacity on the surface streets.
9	Yes, I agree.
10	I am unable to view results of study. Seems the only real long term solution is the southern expressway. The construction at princess Anne rd and Salem road is non stop. The road should have been built before construction was authorized Indian river is already at max capacity.
11	Lights change too quick allowing only 3 or 4 cars too get thru. I've between sitting at that light for more than 10 minutes which is ridiculous!
12	Agree
13	It's to hard to merge over when you get to the Indian river road exit. The one lane eventually ends ans everyone is trying to either get on Indian river rd or merge over to the right to get off. Sometimes I sit for 15 to 20 mins.
14	Absolutely true. this is a dangerous situation.
15	Tooooooooooo much traffic, as with all the other congested areas, the road construction or improvement has not kept up with development and population growth, in fact it is 20 years behind
16	I agree with your findings. Westbound can also be bad with backups from 64 and at the Kempsville Rd stoplight. It seems like throughout Virginia Beach better timing of stoplights could help traffic congestion and save lots of fuel.
17	The queue for the Westbound Indian River Road approach to the I-64 Westbound on-ramp spills back almost .05 mile through Centerville light during the AM peak period causing weaving in order to make both I-64 Westbound on-ramp and subsequently the I-64 Eastbound on-ramp.
18	Agree.
19	Yes... who is moving through that area. I was on Knoxville goes towards chesapeake at 5pm and it took me 10 minutes to get from Whitehurst landing through the indian river/k empsville intersection. I have regularly been in traffic on Indian river during that time. That entire area is a mess.
20	Get someone with competence to program the lights so traffic isn't stopped at every light.
21	I agree-- Indian River Road is extremely congested especially in the afternoon rush hour eastbound, from about 4 to 6:30 PM. I've noticed it gets backed up westbound also to I-64 in the morning, from about 6:30 AM - 8 or so.
22	Too many traffic lights. Too many people traveling to that area. Need new, well thought out roads to move traffic. This area needs parallel road ways instead of the scatter-minded horse trails that now exist. Roads that constantly change direction and names?
23	One problem is traffic exiting from I-64W that cuts across 4 lanes of traffic to make a left turn into the shopping center. People exiting I-64 do not yeild to those with the right-of-way on IR road. When you cross Kville you have people in the right lane that decide late they need to be in the left lane for Ferrell!
24	Yes, backups develop there even during off peak periods. The problem is that you have drivers trying to exit 64 at the same time as drivers currently on Indian River are trying to merge to the right in order to turn right at either Regent or Centerville. It creates a big snarl. Exit for 64 should be before the overpass not after.
25	More notification of highway entrance would assist in better traffic flow
26	Yes I agree. It took me twenty minutes to get from the off ramp on I-64 to lynnhaven pkwy.
27	because there are too many one-person vehicles! You are listing the problem but focusing on adding more roads or more lanes is not a viable long-term (or affordable) solution. Time to look at cities with successful mass transit/public transportation solutions and learn from them!
28	I think in the short term, there could be some improvements to traffic signal timing during peak periods. The streets that cross IR road are often given as much time on green as is IR road but with much less traffic volume. Sometimes, the few need to sacrifice for the many. And it's obvious that CBN has some "political advantage" in their timing.
29	The non traditional intersection plan for indian river/kempsville will be a disaster. The traffic volume is too great for that to be successful.
30	I agree with this but want to add that the light at Ferrell and Pleasant Valley often does not allow enough time for the traffic to cross Ferrell. I travel South on Pleasant Valley going home every work day and often it takes two or more light cycles to get accros Ferrell to continue on down to Indian River and Lynnhaven.
31	Just too many cars for this road. Indian River road traffic remains bad just about all day. Have noticed that in the mornings the taffic lights have been running on fixed cycles going to red even with no cross traffic. With even more housing developments going up down the 2 lane portions of Indian River this will get even worse
32	Time lights better between I64 and Kempsville rd. Also have two right turn lanes onto Centerville on east Indian River. Too many cars are trying to get into the right turn lane to turn onto Centerville. Place a flashing yellow light at the east Indian river left turn lane onto Kemps river.
33	To reduce this congestion need to expand Elbow Rd to 4 lanes and revisit the long proposed SE expressway.
34	yes
35	The morning is also very bad. Can take me 20 minutes to get from Pleasant Valley to 64 towards Chesapeake. If I get in the far left lane after KV Rd, there is less stop/go, except for the lights.
36	Hire new employee to time lights better. Limit left hand turns through kempsville.
37	Agree!
38	Observation is true. Further, once a driver gets onto Indian River Road (IRR) the stoplights are torturous until past the Kempsville Road intersection. IRR lights should be better timed and remain green for much longer periods. Not clear why 100 cars must stop so one car can cross an intersection.
39	Relying on alternative forms of transportation is a pipe-dream. Let's please just deal with the reality! Indian River Rd. is a daily nightmare. We need an alternative route, including a separate I-64 exit to/from Centerville Tpke. The westbound right-turn lane into the neighborhood across from Centerville TPKE is a waste - open it to all traffic.
40	Agree. It's terrible, exacerbated by motorists making illegal driving moves, abrupt lane changes, etc.
41	Exiting traffic from westbound 64 is dumped into the Centerville Turnpike exit lane, which causes a backup as cars try to move over onto the road they exited for (Indian River) while at the same time cars are trying to turn onto Centerville. The turn lane for Regent only adds to the confusion.
42	Congestion along this corridor will only increase over time because current plans do not take into account the development that Va Beach is pursuing in the Dam Neck/Princess Ann Road/Court House area. Planners need 2 go back 2 the original plan of a limited access highway from I64 to the courthouse. as Ferrell Parkway was originally suppose 2 be
43	I agree plus people drive like idiots
44	I agree.
45	Agree
46	Yes! Congestion is bad eastbound and westbound, also. There are many times that I have sat through 2-3 lights before even getting to the intersection during rush hour. I usually am trying to make a left turn off of Indian River Rd. onto Kempsville Rd. but I do occasionally come from the other direction.
47	I concur.
48	I agree. Why can't the Indian River Road traffic signals have much longer green time (10 minutes) during rush hour and limit the side roads severely (30 seconds every 10 minutes). They do this in other cities. Too many traffic signals in this stretch and they have to be adjusted to accommodate rush hour volumes.
49	In the morning lights on the minor roads need to be flashing - tired of stopping for 1 car coming out of a parking lot across from Regents - then turning right! Make the far right lane on Indian River W at Centerville Through and Right - that will help stop cars from cutting off other traffic.
50	Needs to be a new interchange located between Greenbrier Pkwy and Indian River Rd, with greater connectivity of surface streets between them and the suburban SE sector of the city. Currently Indian River is the only viable route between this area and I64. That U-turn design for IR and Kemps is a cubicle solution- it won't work in the real world.
51	Agreed
52	There needs to be a large yellow sign with black writing advising drivers that the right lane is for turning only onto Centerville Tpke when going eastbound from I64. Also, the traffic lights need to be timed and the left turn lights off of Kempsville Rd onto Indian River Rd have to be longer. They are too short, all the time.
53	definitely agree and when you add in all the lights on Indian River Road, it makes it even worse.
54	ALso road very congested westbound
55	I would add that this congestion also causes back-ups and delays on Westbound Indian River Road and I-64 for people trying to get on I-64 toward Suffolk/High Rise Bridge
56	I agree with your findings.
57	Agreed!
58	I agree. Also, a traffic light needs to be installed for cars leaving the Food Lion parking lot and trying to make a left turn on Centerville, especially with the New Walmart being buid.
59	I agree
60	Indian River Road (along with Ferrel, Lynnhave, Salem, Elbow) lack the capacity to handle the heavy volumes due to development in the Centerville, Kempsville, Princess Anne to Pungo area. The lights at Indian River are horribly timed and do not allow for adequate traffic flow even during normal hours.
61	Agree.
62	Strongly Agree
63	This is correct. The queue for westbound traffic on I-64, exiting onto Indian River Rd. (towards Kempsville Rd) is also very long and often backs up on to I-64 at the PM Peak Period. Need to have another exit from I-64 between Indian River & Greenbrier (as has been discussed numerous times in the past)
64	Agree
65	Agreed.

Arterial Corridor #3 - Northampton Blvd from I-64 to Diamond Springs Rd

	COMMENTS
1	absolutely
2	West bound Northampton blvd signage; not enough advance notice to unfamiliar travelers trying to access I-64. I-64/Northampton Blvd interchange not adequate to effectively handle rush traffic flow, especially in summer months when traffic count increases due to US 13 travel. New outlet shopping center will enhance the congestion of interchange.
3	Yes it does and in the summertime it's even worst. A lot of the problem is tourist trying to get on 64. Think there should better signs telling them which lane to be for east or west.
4	Agree
5	Agree
6	Park and Ride lot perhaps with a contract w/the airport,an express bus to Naval Station, downtown Norfolk,HRT shuttle between Military Highway station &the Norfolk Commerce Park (Weekdays only every 15 minutes, peak hrs), & HRT MAX route from Military Highway station to the airport (hourly, daily, stops at hotels, Mil Circle) &the airport shuttle
7	Will only deteriorate further if discount mall goes in. Also, I-64 EB Northhampton exit poorly marked; also hazardous for exiting vehicles to get to Wesleyan Dr.
8	It's an obvious statement... Eliminate the HOV and make it dedicated general traffic in a given direction dependent on the prevailing flow.
9	Traffic usually backs up onto I-64 because of the light at Wesleyan Dr and Northampton and the light at Wesleyan Dr and Norfolk Collegiate. Adding a outlet shopping center to that intersection will only make traversing I-64 in rush hour even worse. Not to mention this is the way from I-64 to the Bay Bridge Tunnel.VERY IMPORTANT INTERSECTION
10	The increased capacity at the intersection of Wesleyan and Northampton does not compensate for the poor design of that intersection. It will continue to be a chokepoint so long as people are crossing over between the entrance ramp and Northampton to turn onto Wesleyan. It's a big honking MESS.
11	I agree with the findings, but I'm not sure I agree with the solution. Traffic backs up all the time at that juncture.
12	Yes, I agree. I avoid this area and find alternate means to access I64.
13	It would benefit those getting off Northampton Blvd if there were another HOV entrance once merged on to I64. Also an HOV exit to be able to access either Northhampton Blvd or Military Hwy.
14	also AM Peak period becomes a problem, as does the WB traffic turning left onto Wesleyan because of the private k-12 school traffic
15	Get someone with competence to program the lights so traffic isn't stopped at every light.
16	correct
17	Yes, this is correct.
18	That observation is accurate, but this is also the case during the AM peak period.
19	poor signage and road design combine to cause this bottleneck. Most traffic is forced into a single lane attempting to enter 64 east. While this area is under construction for a new outlet mall it will only get worse. Add lanes while this construction is being done
20	agreed and congestion is not limited to the peak PM periods. Developers want to build an outlet mall in the same corridor. Seems like this will make traffic congestion worse as some lanes will be converted for left turns and an additional light will be added to allow for the left into the outlet mall.
21	True because of the lack of driver ability to merge and be aware that others must allow merging.
22	Agree with observations. It gets dangerous when people decide to leave the line and dart out in to moving traffic. Problems caused when people think they can bypass some of the line then block a lane trying to scoot in. The traffic on 64 is the cause. It can be with 64 East or 64 West.
23	Bad signage on NH confuses tourists from E-shore and truckers from Charlies-not sure what exit lane they need to be in until last minute-then they change lanes. Traffic is heavy on summer weekends-will be worse with outlet mall. E-bound traffic on NH exiting on to Wesleyan, and I-64 traffic exiting on to NH traveling east, is major conflict.
24	Yes. It is a mess.
25	Backup from I-64 W is only a fragment of the problems. Merging from I-64 E into Northampton before the overpass then crossing Northampton traffic in an attempt to turn right onto Wesleyan means taking your life in your hands. The ill-conceived design that mandates crisscrossing traffic from the two I-64 entrances creates the congestion and danger.
26	Time the light. Don't build the outlet shops
27	also backs up in rt. two lanes in the AM
28	do not allow any access from or to any outlet mall from Northampton blvd!
29	As a former resident of this area, the traffic trying to weave onto the Wesleyan Dr. intersection causes the vast majority of these problems, doubled with the red light which prevents traffic from flowing forward. If the outlet mall is built at Lake Wright, the problem will be compounded even more.
30	also backs up from Northampton @ Diamond Springs to I-64 during AM Peak Period
31	Generally agree, however, this does not recognize the hazardous conditions cause by eastbound Northampton traffic having to cross the I 64 exit to get to Wesleyan Drive. This is bad all of the time and very bad during times when Norfolk Academy and Wesleyan College are having events or have classes starting and stopping.
32	Coming from Va's E. Shore to get to Richmond at irregular times & days, traffic backs up regularly to Diamond Springs Road. Congestion also includes Westbound merging traffic off D Springs Road onto N-ampton Blvd, trucks trying to get into/out of truck stop on N-Blvd. If outlet mall is built, it will truly become horrible!
33	The same problem exists on Military Hwy going south both during lunch and evening. Mil. Hwy backs up to the north beyond I 64 over pass. Both stretches have problems due to poor traffic light timing and wasted time with turn and side roads not having traffic detectors. Mil Hwy needs widening and better mall traffic organization.
34	This is more a 64W problem. Accel lane is far too short, and too close to the 64W hill over Northhampton. People stop, to put it simply, on that would-be Accel lane.
35	Disagree. This is more typically the case during the AM rush hour, especially if there are issues on 64 west. problem is that also backs up the east bound traffic destined for Chesapeake,VB, and Norfolk.
36	Agreed and it stinks!
37	I agree
38	Agreed. Someone sneezes traffic backs up
39	I agree
40	I agree. Please please do something at this area and the merging on ramp. Please help me!
41	The real problem with this intersection is the clash of eastbound traffic coming off I64 westbound and cars already on Northampton trying to move right to turn at Wesleyan Dr. This is dangerous and I have often been unable to move right for that turn and forced to continue eastbound on Northampton.
42	This whole area is a mess from 3 p.m. onwards and gets worse as it gets later. Cars in the left lanes pass traffic backing up in the right I-64 access lanes and dangerously shift into the access lanes as close to the ramp as possible--accidents just waiting to happen every day.
43	Agreed
44	Agree. Traffic will only get worse with proposed shopping center at Lake Wright, unless I-64 interchange is reconfigured.
45	I64 exit onto Northampton should be isolated from other eastbound traffic.
46	Ok, one thing that could be done is improved signage for which lane to be in for 64E, 64W, or Northampton. The sings at Wesleyan are so small, one is commented to a lane before they can see the signs, this leads to people trying to change lanes in the middle of Northampton backing up traffic.
47	This will become exponentially worse with the building of AND use of the new shopping center here! What brain surgeon thought that 1) the region needs another mall, and 2) to put an outlet mall in an area that CLEARLY is already congested (or it wouldn't be in included in the survey!!! This is a stupid stupid idea and AS USUAL taxpayers will suffer
48	Agree
49	I agree. Exiting traffic (1) "bunches up" to prevent overtakers from cutting into the line of traffic waiting to exit, then (2) has difficulty moving into left lanes of Northampton because of merging traffic trying to get to Wesleyan Drive from Northampton/Military Highway. The addition of the new exit lane to Wesleyan greatly improved this area.
50	The worst part is that people who need to turn right on Wesleyan have to contend with the 64 exit onto Wesleyan. There needs to be more lanes, or more exit lanes from 64.
51	Agreed
52	North Hampton is not designed to handle the 64, 264, Robin Hood, Military merges. This is compounded by truck traffic and horribly timed lights. Recently, at 1130am I sat in traffic for almost an hour to go a few miles in the vicinity of Robin Hood/Military trying to get around.
53	The merging of westbound I-64 traffic onto northbound Northampton jams up from the merging of right turn Wesleyan traffic all within a short merge distance. I-64 ramp should be a flyover merge type de-conflicting the merge craziness.
54	It backs up both ways. In the evening the 64 eastbound backs up from all the traffic trying to get on North Hampton.
55	agree!
56	Absolutely, and during rush hour. The on ramps for expressway regularly cause 2-3 light cycles to back up.
57	Yes I agree!

	Arterial Corridor #5 - London Bridge Rd/Drakesmile Rd from Dam Neck Rd to Virginia Beach Blvd
	COMMENTS
1	Yes, the road between Potters Road and VB Blvd is congested at peak afternoon times. But it seems to move pretty well, given the traffic, the short distance between intersections and the timing of the lights. The bigger issue is the congestion between North Great Neck and the 264 on ramp both in the morning and afternoon.
2	weekday peak hour bus from Town Center/Norfolk & light rail,limited stops, commute flow only. Signal timing improvements.
3	yes
4	Findings are correct.
5	I agree.
6	In the evening peak hours, the I-264 off ramp traffic is heavy. Disregarding red lights & northbound London Bridge queuing, turning traffic blocks the intersection blocking southbound traffic on green. The problem is light management at Virginia Beach Blvd and London Bridge Rd. Also, at evenings, southbound London Bridge at International is queuing
7	This is not a very critical intersection. I travel this route to work every week day. There are far greater needs than this location that require immediate improvement. Adding more lanes to the HRBT is the most critical need for the region. The Port's "3rd Crossing" is not needed.
8	Need to time sequence the traffic lights Northbound from Potters through the blvd including the three left turn lanes to go green sequentially (with both left and straight on at the same time. Also need to extend the northbound left-hand turn lane at VB Blvd all the way down to the 264 onramp. Then expedite the roadwork in front of the Hardees!
9	I-264 on and off ramp is the BEST FIX in recent memory. However, please increase the PM off ramp flow onto southbound London Bridge by increasing GREEN light at the ramp AND at Potters Road for SOUTHBOUND London Bridge. A very EASY and INEXPENSIVE fix. GREAT investment in this on/off ramp.
10	Any place where Dam Neck crosses London Bridge. The green light on Dam Neck always last longer than London Bridge my several seconds. The one near the naval station last about a 1+ min; on LBrd 30 sections. Can easy running red lights by simply adding 1 sec to the yellow. Was done in ATL and accidents dropped.
11	Better timing of traffic signals. Fire the person who developed the current system.
12	Stupid way that was done - should have foreseen these "queues" happening - LB exit not well engineered! "Queues" a result of too many cars and not good enough roads to handle them.
13	I'd like to complain about the traffice from London Bridge Rd & Mirror Lake Dr westbound to Dam Neck Rd both during AM&PM rush hours. Leaving my Lake Placid neighborhood at 5:15-5:30 PM & heading to TCC, it can take 3 light cycles to leave Lake Placid & another 4 or 5 to turn onto Dam Neck Rd. Thats where the jam starts until you hit Holland Rd.
14	Dam Neck Road (west bound) can back up from Holland Rd to Drakesmile (mist days) and sometimes back to London Bridge. Also, Dam Neck westbound backs up to Holland from Landstown commons due to the left turn lane overflowing onto Dam Neck.
15	Explore the extension of Drakesmile Road through to Holland Road and then a further connection to Princess Anne Road. This could help relieve congestion on parallel congested arterials such as Dam Neck Road (south and west) and London Bridge Road (north and east).
16	Queues ion the I-264 eastbound off ramp to London bridge rd during am peak. Let turn lanes require 2-4 light cycles to get through the intersection. Construction and poor temporary lane markings by the Hardee's causes slow down and back up on northbound London bridge at Virginia beach blvd.
17	Cars back up because of the way traffic lights work.For example,at intersections with turn left arrows why not have north and south turn lanes turning at the same time,and the straight lanes going straight at the same time. Why are you not allowed to turn left when there is no traffic in the on coming lanes.That causes a backup in the turn lanes
18	I don't know about the observations below, but southbound from VA Bch Blvd at 4:30 PM flows fine. Please don't mess with it!
19	Agreed
20	Agree
21	London Bridge congestion is due to the opening of the interstate ramp! This only moved traffic from Lynnhaven to London Bridge! What a waste of money! The speed limit is 45 around residential areas and cars are driving 70! This needs to stop! Police need to give tickets!!!
22	I agree to the back up getting off I264. The answer is to have 2 right hand turn lanes to match the 2 left turn lanes. You could give the right handle single turn its own lane and make it a double lane exit like Independence south coming from witchduck.
23	Yes
24	Potters to London Bridge to Drakes Mile is awful during the morning and evening commute. Traffic along Dam Neck Rd from London Bridge/Drakes Mile to Princess Anne Rd is horrible, Dam Neck is not able to handle the capacity. Horribly timed lights on Dam Neck compound the issue.

	Arterial Corridor #6 - Independence Blvd from Holland Rd to Jeanne St
	COMMENTS
1	I most definitely agree with your findings and have become an ace at finding alternative routes around this area. This really, really needs help.
2	Poorly timed lights at Independence/VB Blvd and Independence/Columbus st successively lead to the backups at Bonney southbound. The lack of a dedicated exit onto Bonney road for 264 exiting traffic creates logjam at Independence northbound/Bonney intersection.Exiting traffic from the Wendys there onto Independence is flat out dangerous.
3	I agree.
4	Also, traffic regularly backs up on the I-264 Eastbound ramp to Northbound Independence Blvd during the AM peak period. The backup often extends all the way back to the acceleration/deceleration lane on I-264 Eastbound. This creates a highly dangerous situation for cars entering/exiting I-264 East at this interchange.
5	Widen that overpass from 264E to Independence S. No idea why the ramp narrows before it reaches Independence. Also maybe provide an off ramp from that off ramp onto the side street it crosses over.
6	Ramps are backed up during the AM Peak Hour as well.
7	I agree with your observation and have no idea what to do about it. It's just one of those interchanges that you have to navigate carefully.
8	I-264 / Independence Blvd interchange needs significant redesign to ease the traffic congestion and to improve safety. I concur with this suggestion.
9	I agree with your findings and improvement ideas.
10	Terrible road design combined with insufficient capacity.
11	A large portion of the problem that I have noticed lies with the fact that the traffic exiting from 264 has difficultly merging into the already heavy traffic on Independence. Also, VB Blvd backs up into the intersection at Independence especially at rush hour, blocking the flow of traffic.
12	A suggestion to alleviate some of the congestion is to extend the Light Rail to Town Center.
13	I AGREE WITH THIS OBSERVATION
14	Maybe I am missing something. It appears you already know what the issue is.... do you have a plan to minimize or alleviate?
15	Get someone with competence to program the lights so traffic isn't stopped at every light.
16	Yes. Obviously the lights are not synced properly to ensure flow. Plus people want to get over at the last second before the exit
17	agreed
18	This is not a high priority need. There are far greater needs than this location that require immediate improvement. Adding more lanes to the HRBT is the most critical need for the region. The Port's "3rd Crossing" is not needed.
19	Traffic backs up at the 264 ramp because there are 5 lanes of traffic being funneled into 1 there. That median was a ridiculous idea. It is the reason why traffic backs up into 264.
20	The merge on to I264 east is too short. Trafic trying to exit from I264 to NB independence must cross entering traffic. Not enough merge space on NB independence once off of I264. Terrible design.
21	Poor design of on and off ramps combined with poor flow from traffic signals cause many of the issues. Combined with drivers who do not know how to merge.
22	These observations are correct but they ignore the same problems southbound
23	Difficult to make safe lane changes from far right to far left, and vice versa. Indeed, difficult to make any lane changes much of the time.Drivers generally courteous but this only helps so much.
24	Agree need some sort of flyover for i264E traffic exiting onto Indepence Blvd heading to Town a Center and VB Blvd .
25	Traveling the direction from Holland Road toward Jeanne Street (not sure what direction that is) there is a left-right split at I-264. Thru traffic should be encouraged (forced?) to go to the left and I-264 traffic should be encouraged (forced?) to go to the right.
26	Independence blvd is a major north south corridor, yet it has stoplights every 300 ft from little creek to the ampitheater.. It is a major corridor with stoplights timed like a back road
27	This stretch is pathetic. The light at Bonney is too long. The weave to get past Bonney is dangerous. Poor design. A hazard to pedestrians and cyclists going under the interstate.
28	This is the worst exit in the whole system. Little to no merge on/off I264W onto SB Independence. Getting off the ramp, needing to move 3 lanes left, through traffic merging right must have required months of planning to make it that bad.
29	Like all of the stop lights in Virginia Beach, they need to be SYNCRONIZED!!!! There is no flow, no rhyme or reason.
30	Illegal left turns from Baxter onto independence N bound. 3 lanes turn left. inside lane is dedicated to traffic that will enter I-264 E bound immediately after the turn. All light cycles have multiple drivers that sit in that shorter lane, then when the turn is made, they have to stop in order to squeeze into the next lane causing all to stop.
31	agree
32	The interchange of 264 and Independence is ridiculous. Traffic from 264 is forced into a short turn lane for Bonney Road and nobody wants to turn on Bonney Road. Also the entrance ramp from southbound Independence to westbound 264 is inadequately marked. There needs to be earlier signage.
33	I agree
34	There is a mixing bowl effect northbound on Independence because people are jockeying to get onto I-64 at the same time that folks are trying to get off onto Independence. Everyone is basically using the same lane.
35	Yes you are right
36	Agreement
37	Yes
38	I would propose building a bridge over I-264 that connects Edwin Dr. to Constitution Dr. If there's room for entrances and exits to I-264 off of the bridge, all the better! Farther east on I-264, I think an exit on to northbound S. Plaza Trail/Little Neck Rd would be a great help. Also, an on-ramp on to I-264 west from S. Plaza Trail southbound.
39	Yes.
40	I strongly agree with Diamond lane to help with weaving traffic. Also, speed limits need to be adhered to, tickets should be given to slow drivers as well as speeders.
41	Agree
42	Need an overpass over va bch blvd like military highway was done many years ago
43	Agree
44	TRAFFIC BACK UP BEGINS AT INTERSECTION OF BAXTER ROAD TO VIRGINIA BEACH BLVD AND THE RAMPS OFF OF I-264 DOES NOT MERGE WELL INTO TRAFFIC ON INDEPENDENCE NORTHBOUND. PEOPLE EXITING THE INTERSTATE DO NOT YIELD TO EXISTING TRAFFIC ON INDEPENDENCE BLVD THE YIELD SIGN IS USELESS IF NOT ENFORCED.
45	I agree
46	Agreed
47	I agree
48	Traffic backs up on Southbound Independence (in the right lane near Best Buy) from I-264 Westbound because there is not enough space to merge off the interstate onto Independence Blvd. Cars slow to let drivers merge but oftentimes the drivers coming off the interstate end up stopping because they do not have enough time/space to merge.
49	Traffic backs up if pedestrians are walking underneath I-264 on Independence because they have to walk in the road.
50	AGREE. no lanes available for traffic leaving ramps, causes congestion. Also, the primary problem starts at the Independence exit signs and off ramp lane. It appears 3 lanes consolidate into 1 lane for exiting.

	Arterial Corridor #7 - Battlefield Blvd from Cedar Rd to I-64
	COMMENTS
1	Dedicated lanes. Also adevertise the alternative (168 Bypass). MAX Express from Great Bridge to Norfolk, stoppinga at Walmart Way. Limited service to Moyock. Park and Ride Lots for that route as well as the 922 & 967, connections direct to the local route 14 bus.
2	Agree. Also, get caught by most lights during non-peak periods with no synchronization.
3	Also long traffic queues Southbound from Tilden Ave to Cedar Road, across the bridge (NOT dependent upon bridge lifts).
4	Yes, and: The intersection of Battlefield Blvd and Kempsville Rd is poorly constructed. An entrance onto the bypass is needed from westbound Kempsville Rd. Better ways to access the Oak Grove Baptist Church are sorely needed (right now, cars coming from Kempsville Rd or S Battlefield must drive past the parking lot and make a u-turn.
5	Get someone with competence to program the lights so traffic isn't stopped at every light.
6	Shopping Mall at Cedar Road and Battlefield needs better exit points
7	This whole area is over capacity. In addition to road intersections, there are too many entrances, and in poor locations (service station just noth of Walmart Way). Drivers regularly cut off anyone in the right line between Walmart Way and 64 on ramp.
8	Agree.
9	Southbound Battlefield Blvd at Walmart Way and Volvo Parkway is congested at most times, and stopped altogether at rush hours. Drivers have easy flow off of the interstate, then often have to change lanes abruptly to make left turns into Walmart or onto Volvo-maybe a flyover access to Volvo from the interstate would be an answer.
10	We need a traffic circle at cedar/battlefield or have City Hall employees leave at set intervals to help with the influx of traffic at 5:00. Installing a red light camera at the same intersection will help people take turns instead of blocking the intersection. We should also eliminate bridge lifts at the Great Bridge bridge between 5:00 and 7:00.
11	Spot On
12	I personally find the light at cedar road a greater issue. the lane should be right turn only as a large amount of vehicles want to turn onto cedar and a single car wanting to go through will hold it up when others could turn right on red.
13	Traffic is horrible on Battlefield from Walmart Way to Cedar. Not sure if it is an issue with the timing of the traffic lights or just the extreme heavy volume of cars. Maybe it's the Dominion Blvd construction. Regardless, it often takes 2-3 stop light changes before you get thru the intersection of Kempsville and Battlefield in afternoon.
14	The intersection of S. Battlefield and Cedar Road is a nightmare in the mornings. Several factors are to blame: Draw bridge opening during rush hour, congestion from the Kempsville Rd/Battlefield Blvd intersection, Poorly timed lights at both intersections.
15	Totally agree
16	Agreed. Better timing on bridge lift would help as well
17	I agree. Not enough capacity either
18	A very simple solution for this road is to time the lights to the speed limit. Although the traffic engineering department for the city of Chesapeake says they have done that it is not true. If they believe they have then it is evident that they do not understand the meaning of the work timing. They claim the same has been done on Volvo Prkwy.
19	Yes!@#%&
20	I agree
21	Yes exactly
22	Yes
23	stoplight timing is horrible. Lights mindlessly change even at early times when the only one stopped is me. It wastes time and resource of fuel as well as adding to pollution. Lights should be off at certain times (like 12 am to 530 am) (blinking red is used like stop sign) to allow safe stop without waiting.
24	A more pressing area is the Chesapeake expressway between I-64/464 interchange and Mount Pleasant Rd. It causes much of the congestion on Battlefield due to restriction of s. bound traffic in the afternoon. Any construction project that does not accommodate 6 lanes of traffic is short sighted, like the OG connector and hwy 168 bridge/G.B. by-pass.
25	Agree
26	"Add an exclusive right-turn lane on the SB Battlefield Blvd approach at the Cedar Rd intersection and restripe existing SB right-turn/through lane as through lane." - long overdue. Thank you!
27	I don't like the concrete median idea, and fear the volume of U-turns in GB +road rage will present a worse safety hazard than the turn lane does now; give the traffic an alternate bypass to avoid this stretch, like connecting Hanbury to Cedar (or even Hillcrest to Dominion). Or the big one: directly connecting Mt Pleasant to Cedar. Giant flyover?
28	Agreed.
29	The worst problem is the lack of cameras to keep lights from going green for turn lanes, etc. that have no cars waiting. I know that the intersection at Battlefield and Volvo has/had those cameras and they were working well for a while. However, they are turned off now and you sit through an entire light cycle. Same thing at multiple intersections.
30	Agree with findings. AND Traffic problems are abundant constantly in those areas as well as Battlefield Blvd. North and South. As well as Cedar Road, Greenbrier Parkway, Volvo Drive and Kempsville Rd.Has anyone ever heard of lights being synchronized???????????
31	Agree
32	Agree
33	Yes. Now what
34	Agree
35	Agreed
36	Agreed
37	Agreed and road should be wider
38	TRUE
39	Agreed
40	The Chesapeake 168 Bypass has also had a significant surge in congestion over the past 9 months, especially southbound in PM at Battlefield Blvd on ramps back to the 464 interchange.
41	I agree with the findings exepct the plan to add a median near the battlefiled kempsville area. This will add to the congestion. The Great Bridge should not open during pm peak hours. This added to very intense congestion when the bridge opened during peak hours. The bridge was stuck 3 times this summer at 5pm.
42	YES I AGREE
43	agree
44	Agreed.

	Arterial Corridor #9 - Monticello Ave from News Rd to Route 199
	COMMENTS
1	I find this survey confusing & meaningless. I did not find any Observations of Congestion listed in the draft report only Mitigation Strategies. The Strategies listed are either unrealistic - public transportation, adding lanes - or ineffective - interconnections between neighborhoods. These show little understanding the the area.
2	Improve pedestrian and bicycle connections at crosswalks under Route 199 and at the Monticello/News Rd intersection.
3	Westbound Monticello has other problems as well. The ramp weave from SB 199 to WB 321 begins the problem which is compounded by closely-speced intersections with high right-turn volumes. One suggestion is to remove Old News Road (or make it bike only) between 321 and the access road that connects Monticello Marketplace with the Winsormeade Shops
4	I agree - the traffic backs up quite rapidly here and causes many near-misses as drivers duck out of the lane to miss those that are turning.
5	Yes
6	TRUE
7	Yep
8	Yes
9	I have observed the same issue many times but it seems to occur with specific days and times of day. A quick traffic study, if not already done, would determine whether this is an issue that can be resolved with longer green lights or a lengthening of the turn lane.
10	Agree!
11	Agree
12	I agree with in terms of your findings. However this is only true during the rush hour times of 4-6pm. Its is not like this all the time. This is a dangerous area for children. This is in front of a park. A pedestrian walking signal needs to be installed for the north to south bound crossing of monticello Ave on News road
13	I concur
14	Both directions are terrible! Many accidents at WindsorMeade Road turning into shopping center and confusion getting onto 199 from Monticello Ave. Poor design!
15	This is limited to high volume times. The timing of the signals usually prevents the backup from blocking the through lanes.
16	I agree. This is a very congested intersection. It helps that the left turn light is very long but it would be better to have two left-turn lanes.
17	I live in Ford's Colony and have never seen what is describe below. I find that area to be heavily traveled, but it never backs up in such a way as to cause problems.
18	Agree, traffic does backup. Note it is often nearly impossible to turn left from the Target store to get onto News Road. Perhaps it should be considered to not allow left turns from this area or a light could / should be added.
19	Agree, a mess!! Also, Eastbound 199 off-ramp merger to Monticello West is a nightmare/accident waiting to happen -- YIELD sign is ignored! Monticello west right turns onto WindsorMeade Way and Jesters Lane are also a disaster waiting to happen. The lack of GOOD syncronized traffic signaling all along Monticello causes huge backups!
20	The area between Rt 199 to News very crowded. Partically bad from Rt 199 to WindsorMeade Blvd. because of multi lane merging. Congestion on WindsorMeade Blvd and crossover between shopping centers, gas station and tire store confusing and dangerous with a history of accidents. When 249 apartments on WindsorMeade way are opened it will be gridlock.
21	Sync the lights
22	I drive this area many times throughout the day, I live very near that intersection. I have never had an issue with the traffic being backed up. Compared to the other areas listed in this survey, this is a non-issue. Used to live in VB and those areas need more attention than this one. Cars shouldn't pull up if there isn't room, wait for next light
23	Definitely Agree!!
24	To turn right from Monticello Ave. onto Windsor Meade Way you have to get in the right turn lane which intersects with cars leaving Rt. 199 to get onto Monticello Ave. This an accident waiting to happen.
25	Absolutely correct observation. The congestion sometimes backs through the light at Monticello Marketplace. Often bad; usually VERY bad at high traffic times. Is there room for 2 left turn lanes?
26	too much congestion in this area most of the day into early evening. Additional congestion expected when 200 new town houses are occupied within 12 months. Located on WindsorMeade way feeing in to Monticello and most expected to enter and exit on 199 at Monticello
27	agree
28	Agree - and what do you expect. The genius that designed this road with a traffic signal every few hundred feet obviously was not competent. Adding more asphalt will not cure this problem. It is self-created and the culprit is traffic lights.
29	Agree
30	agree
31	I concur.
32	I agree with your findings.
33	Not only does the traffic get backed up, it's a crowded and confusing intersection. People unfamiliar with the intersection are at a higher risk for accidents.
34	Agree.
35	Traffic is always jockeying across the traffic flow which makes it worse!
36	Agree
37	This is a correct observation, especially at peak hours and on Saturdays.
38	agreed
39	The biggest problem is traffic merging onto Monticello Ave coming off of Rt 199. They usually want to merge to the left, and other traffic on Monticello wants to merge right into their lane. Very bad few blocks.

	Arterial Corridor #10 - Centerville Tpke from Mt Pleasant Rd to Indian River Rd
	COMMENTS
1	Again. MAX service from Moyock & Great Bridge to Norfolk. And advertising the 168 bypass.
2	I live off Centerville which is still the same country road that it was 33 years ago when I moved to VB but the traffic is not "country road" traffic. Development of homes and businesses has far outpaced improvements to the roads in this area. It is a dangerous route of travel!
3	Current contruction of Lynnhaven Pkwy through will solve most of this issue. WAIT until it is finished and see how it effects traffic before any money is spend on studies or planning for the area.
4	What about the Sandbridge Road corridor to Sandpiper Road in the summer? If B keeps building homes in that southeastern section of the Beach (which they continue to do) without any comprehensve planning that includes additional beachfront, it won't be too many tears where you will have traffic backed up to Nimmo Parkway, at least on summer weekends
5	In Agreement
6	This one is a two lane road with a draw bridge that opens frequently. Expansion of all these to 4 lanes is needs. Reconsidering the SE expressway would help here.
7	Widen road. Better timing for lights.
8	In regard to arterial corridor #10 (Centerville): I agree with the findings as outlined in the HRCMP:2014 update however, with one suggestion. If at all possible, extend Centerville straight from the intersection with Jake Sears to I-64 and create on and off ramps for both EB and WB I-64. May ease traffic on Indian River Rd.
9	The road is too narrow and the steep ditches are scary. There is no room for pedestrians, cyclists, or even pulling over in case of an accident or breakdown.
10	westbound Elbow Road at Indian River traffic light backs up waiting for cars to turn left (no left turn lane) during PM peak
11	Spot on
12	I agree
13	Agree
14	I agree
15	I agree
16	I live in Charlestowne Lakes S.and find it difficult to make a left turn out of the development at AM/PM peak times. It also takes a while to make a right turn if the bridge has been open. Hidden Valley or the shopping center onto Centerville is terrible during rush hour/school dismissal too. I haven't had problems at mentioned areas below.
17	110% AGREE. We also know trying to turn left from Kempsville to Centerville Tnpk is dangerous. You have 2 lanes merging to one as other traffic is exiting the gas station and the Food Lion Shopping center. Now that we are opening a new Walmart - we will have a very serious accident very soon.
18	Centerville Tpke and Kempsville Rd is a terrible intersection. Now that there is a Wal-Mart located at that intersection, there has been no improvement in the infra structure and the intersection will be congested even more. What is going to be done to alleviate the traffic congestion?
19	The road needs to be expanded to 2 lanes in both directions from Indian River to the Chesapeake city line (and beyond if Chesapeake is willing to cooperate!) The back-up in the morning ("long traffic queues") to turn from Centerville on to Indian River is bad, as is the traffic in the opposite direction in the afternoon.
20	During heavy traffic periods most drivers can't seem to use roundabouts properly unless controlled traffic lights are used for entering the circle. Increase number of lanes from Indian River Rd. to Mt Pleasant. Replace drawbridge with a wider one. Expand Elbow Rd if possible especially at Centerville intersection.
21	Centerville Tpke between Indian River Rd & Kempsville is a very major accident waiting to happen!No room for the many impatient drivers that do not understand(or care)how to merge!Also,why was it only repaved from Indian River Rd. up to just the point past Regent University?
22	I agree with your findings.
23	Yes, I agree. I try to avoid Elbow and Butts Station at both the AM and PM peak hours
24	with the addition of apartments on Centerville Turnpike, the traffic is overloading the road. the idea of expanding Centerville from Indian River to Kempsville road will not help with the problem as the right lane merges at Athens Pizza. We find money for the Ocean Front, why not us??
25	WE NEED 2 LANES EACH WAY AND COMING OUT OF WOODS CORNING SHOPPING CENTER AND TRYING TO MAKE A LEFT TURN ONTO CENTERVILLE TURNPIKE IS EXTREMELY DANGEROUS AND TIME CONSUMING ESPECIALLY DURING THE RUSH HOUR. IS IT POSSIBLE TO PUT A LIGHT THERE???
26	Lately, the Mt. Pleasant / Centerville TPKE traffic light stays red for too long (Northbound). If warned that the bridge was up while coming from the south, one could take the bypass instead. Southbound traffic could take an alternative route as well. Bridge lift info. via a sign would be helpful.
27	Also congestion at Volvo/Lynnhaven Parkway and Centerville. Will be much worse once Lynnhaven goes all the way through. Virginia
28	Widen Centerville Tnpk to at least 4 lanes from Indian River Road to Battlefield Blvd. Expand Light Rail!
29	Agreed
30	I agree
31	Development around Regent, Kempsville into Chesapeake, make Centerville impassable. Elbow Rd from Salem to Centerville is not able to handle the capacity and is dangerously narrow with no shoulder. It is almost daily that I have to avoid speeders and near head on collisions. Recently a speeding truck had a crate blow off and strike my vehicle.
32	agree
33	Agreed.

	Arterial Corridor #11 - Route 199 from John Tyler Hwy (Route 5) to Jamestown Rd
	COMMENTS
1	Consider a regional parking lot to reduce the number of driveways on Jamestown south of Route 199. Include programs to encourage parents NOT to drive their children to school, but to walk, bike, or use school buses. A large part of the early afternoon and late morning traffic is parents bound for Walshingham, Rawls Byrd, or Berkeley.
2	In addition, there is a fair amount of pedestrian crossing activity crossing 199 on the east side of 31.
3	During the late afternoon, early evening it takes many stoplight cycles to get through the traffic light at Jamestown Rd heading west on 199.
4	yes
5	Yes, I agree, but I lived in Atlanta for 40 years and traffic with the exception of HRBT is child's play
6	yes
7	Jefferson Ave. to Ft. eustis
8	Agreed, though it is rapidly becoming congested beyond PM peak. AM peak is no picnic.
9	True. Very heavy
10	Agreed
11	I travel this corridor frequently and encounter this backup, especially from the heavy congestion approaching the Jamestown Road intersection going east on 199. However, this should not diminish the heavy traffic basically going all four ways whether at James Tyler or Jamestown Road.
12	Agree with the observations but would also add that the slowdown of traffic resulting from the stoplight at Brookwood and 199 further disrupts the flow of 199 westbound traffic through the Jamestown Rd intersection.
13	agree
14	Agree, the intersection has become extremely congested and dangerous during peak travel periods.
15	I concur.
16	Agree!
17	Yes
18	Agreed
19	I definitely agree. Eastbound Route 199 from Route 5 to Jamestown Road needs to be widened, and the right turn lane onto Southbound Jamestown Road should be extended.
20	Agree.
21	Yes
22	I agree, but be mindful of pedestrian and bicycle traffic at the Jamestown Road / Route 199 intersection if you add lanes.
23	Volume of traffic Eastbound on Rte 199 turning Left Southbound onto Jamestown Road is generally very high!!
24	Observations are all spot on. This intersection frequently gets bad even at off-peak times.
25	you are spot on ! any direction I approach the RT 5 and the Jamestown Rd and Rt.199 is "RUFF" . Thank you for any help you can offer us.
26	yes, I agree although I assume that the second word in the third bullet is "through". The additional item should be that the volume on Jamestown Road is VERY heavy for a two-lane road that connects to the ferry. Perhaps that is the intent of the 3rd bullet.
27	I agree with these observations. The intersection gets so backed up that when cars traveling Eastbound Route 199 try to turn right on Jamestown Rd. there is not room in the right turn lane.
28	The 7 eleven continues to be a problem with cars waiting to turn left into the lot…this backs up traffic further.
29	Agree on all counts.
30	YES. All observations. And Jamestown Rd. traffic will get worse with development of Neck-O-Land Rd.
31	Agree with all four observations especially "High number of through vehicles for Eastbound Route 199 approach at Jamestown Rd.
32	agree
33	I concur.
34	I think the conclusions are impossible to evaluate. You need a diagram and someone should proof read the text!
35	I agree with your findings.
36	Yes completely agree.
37	I agree!!!
38	Agree with your findings.
39	Yes, we agree
40	Yes
41	Agree with all findings.
42	Defintely agree with your findings…all four observations…fast traffic, attempts to run lights…. N. m. P.
43	More traffic lanes won't help. You need a through traffic tunnel under Jamestown Road and John Tyler Highway intersections or some similar through traffic flow system.
44	agree
45	I agree. Also, there are many trucks and construction type vehicles driving on westbound 199 at Jamestown Rd during morning peak travel times.
46	I agree
47	I hqd a major rear end colission when a lady hit my car an I was stopped at the light waiting to turn of to #199. Yes Yes I agree we the roads cannot hold the traffic.
48	Sounds about right! Throughout the entire area, an emphasis needs to be on the timing/coordination of traffic lights to give primary roads priority during peak traffic times. Side roads and retail centers should not have immediate control of primary traffic lanes. Also, right turns should not trigger light changes.
49	Extremely heavy during peak commute times and continually steady on each side of 1800 hours; mostly week days. Increased housing/apt construction down Jamestown Road toward the Jamestown Ferry, with only one (possibly two) avenues of egress/ingress HAS caused a logarithmic increase in traffic at Jamestown Rd and Rt 199. Must create new routes.
50	Your findings are correct but they also apply during morning peak hours.

	Arterial Corridor #12 - George Washington Hwy from Moses Grandy Tr to I-64
	COMMENTS
1	Road widening, also circulator bus service to connect to local route and MAX, park and ride in the area for MAX routes. Including Moyock-Norfolk. Moyock express will include limited reverse peak times.
2	Agree. Bottleneck at Deep Creek Bridge is also a public safety issue because there is no where for vehicles to pull over is an emergency vehicle must cross the bridge.
3	Agree!
4	Agreed bridge to small and creates a severe bottle neck to cross.
5	Your building a new bride with a fat TOLL. People will avoid it and Deep creek and Battlefield Blvd will get more traffic and this area will have no problems when tolling starts.
6	Replace the old bridge ASAP. That should cure most of the issues.
7	Widen the bridge and you'll triple the intersection capacity at Old Mill/ GW Hwy. The short queue length on WB Moses Grandy at the light only holds three cars and immdeiately backs up everyone WB to a stop.
8	yes. I agree with findings. When there are events at Deep Creek High School or Grassfield HS there is heavy traffic. In addition,during lifts at the intercoastal waterway. Widening the West to north turn lane @ moses grandy/GW intersection would help congestion.
9	Chesapeake allowed to many new homes to be built without any road improvements. Now 17 is widened without the bridge and intersection improvements that were needed. The fools that bought these homes have only their lack of foresight to blame.
10	Bridge has one lane in either direction, insufficient for the traffic volumes for decades, and being a low drawbridge subject to openings only makes it worse. The bridge needs to be replaced yesterday with a high drawbridge or higher fixed span. Consider relocating or building another crossing south in Culpepper Ldg or north by the locks.
11	This is a major chook point for those who live in south Chesapeake and North Carolina!!! The alleged reason for no Correction is the draw bridge is a Army Corp of Engineer responsibility and hence federal and NO action. At minimum, a red light needs to be installed by Chesapeake to force the Corp to consider some form of correction. Good Luck!!
12	Agree, but keep building homes and businesses and traffic will get worst. I main concern is in an emergency, how do we get out! Very unsafe! I live off Old Mill Rd which is a country road , but handles big city traffic. Not fair to residents living there to deal with the traffic just because the City doesn't care. More concern with there projects!
13	Even with the new bridge on 17. All of the traffic from 17 & GB By-Pass get funneled into ONE single lane entering 64W. It will be much worse once the new bridge opens and there are no traffic lights to slow down the volume.
14	Agree. Now what?
15	Yes
16	George Washington Hwy at Cedar Rd. to Military Hwy has heavy traffic in the PM.
17	ACOE needs urgently to replace the Deep Creek Bridge. What can we do as citizens to pressure Army into prioritizing this project? Additionally, travelers avoiding Dominion Blvd construction in has exacerbated GW Hwy congestion in Deep Dreek, and I fear toll avoidance will be just as bad. Do not toll Dominion!
18	Don't develop the Dominion Corridor- leave it low density and agricultural; it will not only preserve the rural feel of this city, but will allow excess capacity on the newly upgraded Dominion Blvd to provide a reasonable alternative to avoiding congestion on George Washington Highway and Battlefield, as well as the High Rise Bridge.
19	The light at GW & Old Mill drive much of the congestion, but the intersection at Old George Wash. onto Moses Grandy over canal bridge is dangerous! Traffic will stop to let cars turning left out or cars will gun it to beat oncoming traffic in both directions. Extreme delays from these driving behaviors.
20	I agree. Sometimes the Southbound George Washington Hwy approaching the Old Mill Rd/Mill Creek Pkwy intersection during the PM Peak Period backs up to at least the light at Galberry Road, and periodically to I-64
21	Generally agree. School traffic also considerably adds to traffic in this corridor. Aligning school districts so that NO school traffic crosses the bridge would make a considerable difference.
22	I agree